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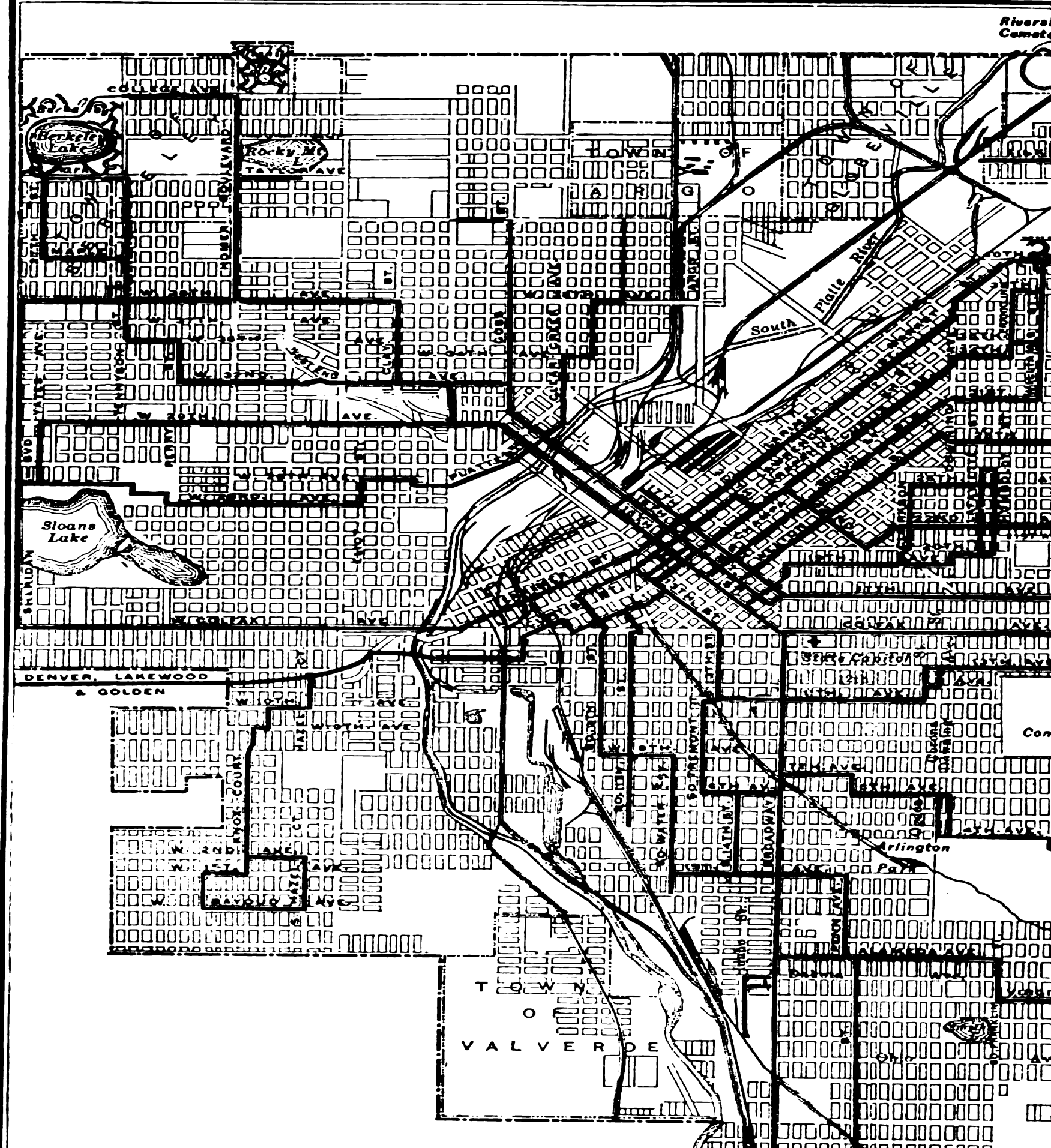
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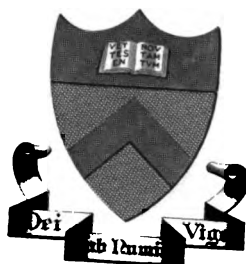
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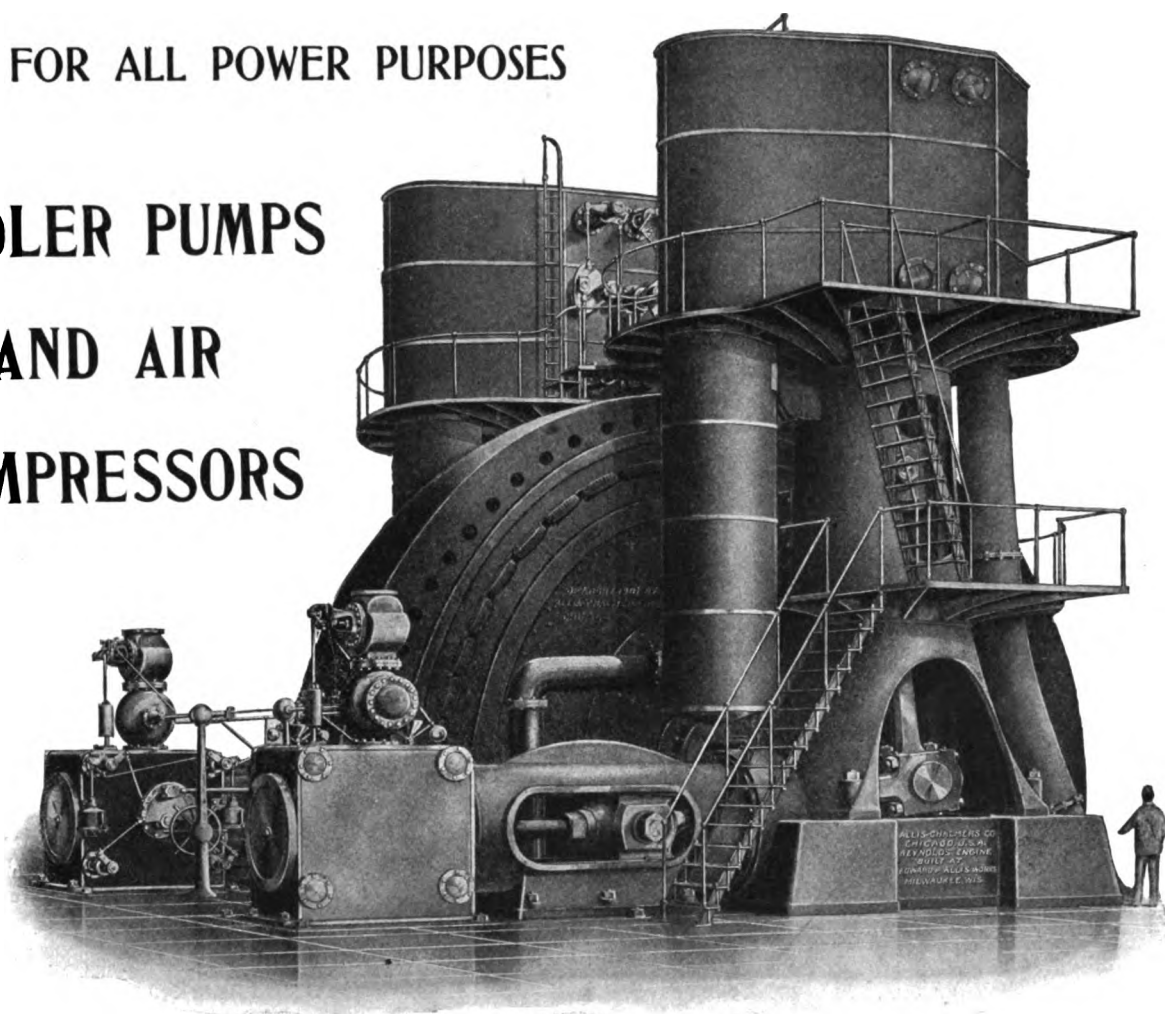
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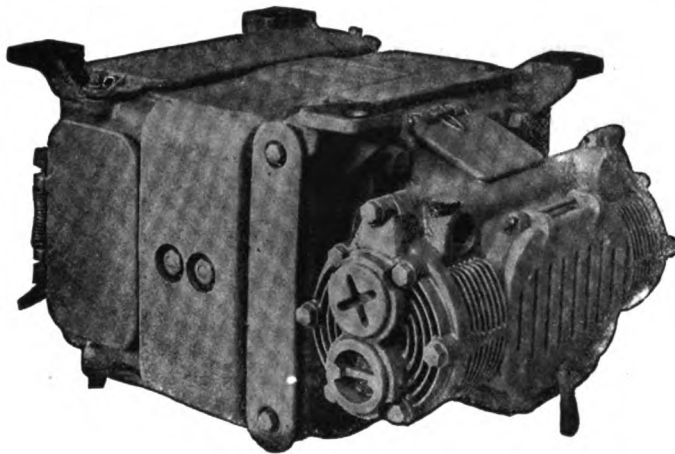
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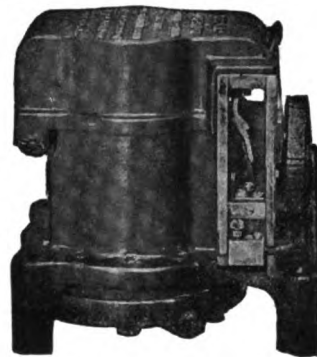
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### REVIEW OF THE YEAR.

The earnings of the street railway properties of the United States during the year have been on the whole satisfactory from the standpoint of the investor. The gross receipts have increased not only with individual companies, as a rule, but to a still greater degree in the aggregate owing to the construction of new lines, particularly interurban railways, and the capital invested in the street railway industry in the country, using that term in its broader sense to include the interurban railway industry, is much larger than in any previous year. Interurban lines, which were originated in the Middle West, were, up to within a year or so ago, practically confined to that region. This statement does not hold true to-day, as interurban railways of from thirty to fifty miles in length are no longer an exception in other sections of the country, like New England and the Middle Atlantic States, while several others have been completed and put in operation during the year in one or two of the Gulf States and on the Pacific Coast.

The report of the Census Office inquiry into the electric railways of the United States for the year ending June 30, 1902, will probably be published before long, and will give investors valuable information as to the status of individual companies and aggregate financial statistics which will be of the greatest interest and value. The

preliminary report of the Census Office was made public May 5, and contains the following general statistics:

|                                              |               |
|----------------------------------------------|---------------|
| Number of companies.....                     | 987           |
| Length of line (first main track) miles..... | *16,647.83    |
| Length of single track, miles.....           | *22,589.47    |
| Total number of cars—                        |               |
| Passenger.....                               | 60,290        |
| All other.....                               | 67,199        |
| Steam engines—                               |               |
| Number.....                                  | 2,337         |
| Total horse-power.....                       | 1,298,133     |
| Dynamos for generating power—                |               |
| Number.....                                  | 3,257         |
| Horse-power.....                             | 1,200,138     |
| Number of fare passengers carried.....       | 4,813,466,001 |
| Number of transfer passengers carried.....   | 1,062,403,392 |
| Total car mileage.....                       | 1,097,806,884 |
| Accidents—                                   |               |
| Persons killed.....                          | 1,216         |
| Persons injured.....                         | 47,428        |

\* Includes 12.48 miles of duplicated track and 4.20 miles lying outside of the United States, but does not include track under construction and not operated.

The above statistics are complete for all of the 987 companies except two, with 41 miles of track, from which no information was obtained except the length of track and number of cars. The condensed financial statistics from all of the 987 companies except 19 with 739.79 miles of single track are as follows:

### CONDENSED INCOME ACCOUNT, OPERATING COMPANIES.

|                                                                      |               |
|----------------------------------------------------------------------|---------------|
| Earnings from operation.....                                         | \$241,584,697 |
| Operating expenses.....                                              | 139,012,004   |
| Net earnings.....                                                    | 102,572,693   |
| Income from other sources.....                                       | 2,907,156     |
| Gross income less operating expenses.....                            | 105,479,849   |
| Deductions from income, taxes, interest, rentals, miscellaneous..... | 74,524,616    |
| Net income.....                                                      | 30,955,233    |
| Dividends.....                                                       | 15,908,216    |
| Surplus.....                                                         | 15,047,017    |
| Percentage of operating expenses to earnings.....                    | 57.54         |

### BALANCE SHEET, ALL COMPANIES.

#### ASSETS.

|                                         |                 |
|-----------------------------------------|-----------------|
| Cost of construction and equipment..... | \$2,088,963,677 |
| Other permanent investments.....        | 128,458,625     |
| Cash on hand.....                       | 27,342,313      |
| Bills receivable.....                   | 22,247,704      |
| Supplies.....                           | 10,340,448      |
| Sundries.....                           | 150,964,350     |

Total.....\$2,428,317,117

#### LIABILITIES.

|                                 |                 |
|---------------------------------|-----------------|
| Capital stock.....              | \$1,216,277,989 |
| Funded debt.....                | 929,328,656     |
| Bills and accounts payable..... | 94,858,371      |
| Interest due.....               | 13,748,010      |
| Dividends due.....              | 2,342,827       |
| Sundries.....                   | 130,589,472     |
| Profit and loss.....            | 41,171,792      |

Total.....\$2,428,317,117

### AVERAGE NUMBER OF EMPLOYES AND SALARIES AND WAGES.

|                          |              |
|--------------------------|--------------|
| Salaried officials.....  | 2,749        |
| Salaries.....            | \$4,625,015  |
| Clerks.....              | 4,301        |
| Salaries.....            | \$2,573,936  |
| All other employees..... | 131,133      |
| Wages.....               | \$77,437,324 |

The final report will contain an analysis of the above totals and present detail statistics for other phases of the industry. While the statistics reported at the census of 1890 are not comparable in all respects with those for 1902, the totals indicate that during the twelve years the length of line has increased from 5,783.47 miles to 16,647.83 miles, or 187.85 per cent; the length of single track miles from 8,123.02 to 22,589.47, or 178.09 per cent; the number of passenger cars from 32,505 to 60,290, or 85.48 per cent; the number of fare passengers carried from 2,023,010,202 to 4,813,466,001, or 137.94 per cent.

The miles of single track operated by electric power increased from 1,261.97 to 21,902.07, or 1,636.97 per cent; the miles operated by animal power decreased from 5,661.44 to 259.10, or 95.42 per cent; the miles operated by cable from 488.31 to 240.69, or 50.71 per cent, and the miles operated by steam from 711.30 to 169.61, or 76.15 per cent.

The anthracite strike, which commenced early in the summer of 1902 and lasted about five months, seriously affected the earnings of the railways in the anthracite region and, also indirectly, through the scarcity of fuel, those of practically every railway company in the country. The price of bituminous coal advanced with the scarcity

of anthracite, and the street railway companies were not only obliged to pay large prices for fuel but experienced considerable difficulty in securing it. This not only had the effect of increasing the operating expenses of many lines, but decreased the gross receipts on account of the reduction in car service necessary to husband the supply of fuel available.

Possibly the most striking single development of the year has been the large number of consolidations of street railway properties in the smaller cities, and in many of these cases, consolidations have included the electric and gas lighting properties as well. Most of the railways in the large cities have been consolidated for several years, but the cities in which important consolidations have occurred during the past year include the following: Augusta, Ga., Jersey City, N. J., Kingston, N. Y., Mobile, Ala., New Orleans, La., Norfolk and Newport News, Va., Oakland, Cal.

At the request of a number of subscribers to this annual, a change has been made in the arrangement of the reports, and the companies have been grouped by states instead of alphabetically under the names of the cities in which they are located. This arrangement, it is thought, will be of great convenience, as it will enable the investigators of street railway values more readily to compare the results secured on neighboring properties.

A summary of the earnings of 268 individual companies as reported for AMERICAN STREET RAILWAY INVESTMENTS is published below, together with a few words of explanation and comment on the events of greater interest which have occurred on a few of the larger systems during the year.

#### CHICAGO, ILL.

The franchise question in Chicago remains unsettled as this annual goes to press. The City Council made during the latter half of 1902 an investigation into the physical condition of the street railways in this city as well as into the practicability of certain changes which were considered desirable. These were thoroughly discussed in a report rendered to the Council by its special expert, by whom a subway in the center of the city and a system of universal transfers between the companies were pronounced feasible. The municipal election in the spring of 1903 indicated that public opinion was in harmony with the municipal ownership policy advocated by Mayor Harrison, and an Enabling Act has passed the legislature, although it is the general opinion that the city is not in a position to take advantage of this Act and will not be for a long time. In the meantime, the proposed plan of reorganization of the Union Traction Company by the stockholders having failed, the company itself on April 22, 1903, was placed in the hands of receivers, together with the two principal sub-companies, the North Chicago Street Railway Company and the West Chicago Street Railway Company. Being now in the hands of United States Courts, the company is probably in a better position than before to negotiate with the city authorities on the long debated question of the extension of its franchises, and the situation is much clearer as far as this question is concerned than before the receivership.

#### JERSEY CITY, N. J.

The announcement of the Fidelity Trust Company, of Newark, N. J., in regard to the consolidation of all of the properties of the North Jersey Street Railway Company and allied lines, the Jersey City, Hoboken & Paterson Street Railway Company, Orange & Passaic Valley Railway Company, Elizabeth, Plainfield & Central Jersey Railway Company, and the United Electric Company, was made public on April 13, 1903, and covers probably the largest street railway consolidation during the year. The new company will take the name of the Public Service Corporation of New Jersey, indicating the possible future operation of other public utilities than those of transportation. The new company will have a capital stock of \$25,000,000.

#### NEW YORK, N. Y.

The proposed lease of the Metropolitan Street Railway Company to the Interurban Street Railway Company mentioned in the last issue of this annual, has been consummated and the Interurban Company now controls all of the surface railway companies in Manhattan and the Bronx, as well as a large part of the electric railway system in Westchester County. The additional capital secured through the lease has enabled the company to introduce electricity on a number of additional down town lines, and steps are being taken to install electric power on all the longitudinal lines except the belt line, and all of the important crosstown lines which have not been so equipped. The increase in traffic on the Metropolitan lines, owing to the growth of the city, was the principal cause of an investigation held during the first part of 1903 before the Railroad Commissioners to determine whether the service given could be improved. The principal point brought out at the hearing was that the movement of the cars was being seriously hindered by inadequate regulation of the vehicular traffic in the streets. The Police Commissioner has already taken steps to improve the condition of matters in this respect, an act which will result, if properly consummated, according to Mr. Vreeland, in increasing the transportation capacity of the Metropolitan system by 25 per cent.

The Manhattan (Elevated) Railway is now operating all of its lines by electricity, and the increase in traffic is full justification of the wisdom of the managers in abandoning steam power for electricity. The completion of the electric equipment of the lines was followed almost immediately by the offer on the part of the Interborough Rapid Transit Company to lease the lines, and its acceptance by the stockholders of the Manhattan Railway Company. The advantages to both properties from harmonious operation are considerable, and will be more evident upon the completion of the Rapid Transit Subway. The physical union of the two properties has been recommended by William Barclay Parsons, the engineer of the Rapid Transit Commission, and, if carried out, will allow trains to pass between the subway and present elevated structure at several points.

#### PHILADELPHIA, PA.

The Union Traction Company, of Philadelphia, which has been in control of the surface lines of that city since 1895, was leased on July 1, 1902, to the Philadelphia Rapid Transit Company, which is making radical improvements to the property. These include an extensive system, partly underground and partly elevated, with connections to the surface lines; also the erection of a large polyphase power station. The work on the subway on Market Street has already been commenced and is of a size to accommodate four tracks.

#### COMPARISONS OF THE GROSS RECEIPTS FOR 1901 AND 1902.

In the following table there are presented the gross receipts for 1901 and 1902 of 268 street railway companies, arranged in five groups; the first contains 38 properties, each having received in 1902 gross receipts amounting to \$1,000,000 or over; second, 19 properties, showing in 1902 gross receipts of between \$1,000,000 and \$500,000; third, 88 properties, showing in 1902 gross receipts of between \$500,000 and \$100,000; fourth, 65 properties, showing in 1902 gross receipts of between \$100,000 and \$50,000; and fifth, 58 properties, showing in 1902 gross receipts of between \$50,000 and \$25,000.

The average rate of increase of the receipts in 1902 over 1901 is, in the first group, 8 per cent; in the second group, 16.3 per cent; in the third group, 14.2 per cent; in the fourth group, 10.4 per cent; and in the fifth group, 17 per cent. The general average increase for 1902 over 1901 for the 268 companies compared is 9.0 per cent.

This list includes only those companies whose statistics are available.

COMPANIES HAVING GROSS RECEIPTS FOR 1902 OF OVER  
\$1,000,000.

| NAME OF COMPANY.                                               | 1901.        | 1902.        |
|----------------------------------------------------------------|--------------|--------------|
| *Interurban Street Ry. Co., New York.....                      | \$14,720,767 | \$15,098,776 |
| Union Traction Co., Philadelphia, Pa.....                      | 13,431,680   | 14,118,158   |
| Brooklyn Rapid Transit Co., Brooklyn, N.Y.                     | 12,135,559   | 12,788,168   |
| Boston Elevated Ry. Co., Boston, Mass.....                     | 10,869,495   | 11,321,030   |
| Manhattan Ry. Co., New York.....                               | 10,253,271   | 11,291,711   |
| Pittsburg Rys. Co., Pittsburg, Pa.....                         | 6,995,923    | 8,024,510    |
| Chicago Union Traction Co., Chicago, Ill....                   | 8,158,810    | 7,942,470    |
| St. Louis Transit Co., St. Louis, Mo.....                      | 5,783,913    | 6,452,218    |
| Chicago City R. R. Co., Chicago, Ill.....                      | 5,900,271    | 6,413,182    |
| Massachusetts Elec. Companies, Boston, Mass.                   | 5,778,133    | 6,090,168    |
| United Railways of San Francisco, Cal.....                     | 5,143,113    | 5,565,216    |
| North Jersey Street Ry. Co., Jersey City, N. J.                | 4,172,647    | 4,437,310    |
| International Ry. Co., Buffalo, N. Y.....                      | 3,129,094    | 4,426,675    |
| Twin City R. T. Co., Minneapolis, Minn....                     | 3,173,976    | 3,612,211    |
| Detroit United Ry., Detroit, Mich.....                         | 2,942,238    | 3,501,754    |
| Third Ave. R. R. Co., The, New York.....                       | 2,655,725    | 2,951,202    |
| Milwaukee Elec. Ry. & Lt. Co., Milwaukee, Wis.                 | 2,442,342    | 2,776,204    |
| Cleveland Electric Ry. Co., Cleveland, O....                   | 2,296,898    | 2,524,949    |
| Washington Ry. & Elec. Co., Washington, D.C.                   | 2,178,575    | 2,345,419    |
| Montreal Street Ry. Co., Montreal, Que....                     | 1,900,680    | 2,046,209    |
| Metropolitan West Side El. Ry. Co., Chicago.                   | 1,753,313    | 2,040,005    |
| Jersey City, Hoboken & Paterson Ry. Co.,<br>Hoboken, N. J..... | 1,859,931    | 1,975,525    |
| Toronto Ry. Co., Toronto, Ont.....                             | 1,661,118    | 1,834,908    |
| Louisville Ry. Co., Louisville, Ky.....                        | 1,617,059    | 1,771,887    |
| Coney Island & Brooklyn R.R. Co., Brooklyn.                    | 1,471,268    | 1,507,713    |
| South Side Elevated R. R. Co., Chicago, Ill.                   | 1,362,231    | 1,483,841    |
| United Traction Co., Albany, N. Y.....                         | 1,340,208    | 1,479,608    |
| Los Angeles Ry. Co., Los Angeles, Cal.....                     | 1,102,675    | 1,475,211    |
| Toledo Railways & Light Co., Toledo, O....                     | 1,311,084    | 1,459,091    |
| Northwestern Elevated R.R. Co., Chicago, Ill.                  | 1,100,864    | 1,410,999    |
| Capitol Traction Co., Washington, D. C....                     | 1,251,360    | 1,402,040    |
| Connecticut Ry. & Ltg. Co., Bridgeport, Conn                   | 1,140,323    | 1,274,820    |
| Worcester Consolidated Street Ry. Co.,<br>Worcester, Mass..... | 1,031,235    | 1,220,256    |
| Cincinnati, Newport & Covington Ry. Co.,<br>Cincinnati, O..... | 819,206      | 1,103,995    |
| Birmingham Ry. Lt. & Pr. Co., Birmingham..                     | 931,539      | 1,076,767    |
| Rochester Ry. Co., Rochester, N. Y.....                        | 1,000,259    | 1,068,222    |
| Union Ry. Co. of New York City, N. Y.....                      | 919,131      | 1,024,259    |
| American Railways Co., The, Philadelphia, Pa                   | 844,297      | 1,009,496    |

Total, 38 companies ..... \$146,579,211 \$159,336,273

\*These figures include the Metropolitan Street Ry. Co. from  
July 1, 1901 to Apr. 2, 1902, and the Interurban Street Ry. Co. from  
Apr. 1 to June 30, 1902.COMPANIES HAVING GROSS RECEIPTS FOR 1902 BETWEEN  
\$1,000,000 AND \$500,000.

| NAME OF COMPANY.                                                                        | 1901.     | 1902.     |
|-----------------------------------------------------------------------------------------|-----------|-----------|
| Fair Haven & Westville R.R. Co., New Haven.                                             | \$644,528 | \$986,334 |
| Union Traction Co. of Indiana, Anderson, Ind.                                           | 752,524   | 962,266   |
| Springfield St. Ry. Co., Springfield, Mass...                                           | 753,810   | 844,665   |
| Forty-Second Street, Manhattanville & St.<br>Nicholas Ave. Ry. Co., New York, N. Y..... | 701,177   | 839,144   |
| Lake Street Elevated R. R. Co., Chicago, Ill.                                           | 786,462   | 815,284   |
| Hartford Street Ry. Co., Hartford, Conn....                                             | 745,173   | 785,587   |
| Northern Ohio Traction & Light Co., Akron, O.                                           | 617,011   | 745,043   |
| Lehigh Valley Traction Co., Allentown, Pa.                                              | 547,178   | 740,017   |
| United Power & Transportation Co., Phila..                                              | 632,475   | 720,560   |
| Syracuse Rapid Transit Ry. Co., Syracuse, N.Y                                           | 621,299   | 693,284   |
| Washington Water Power Co., Spokane, Wash.                                              | 556,998   | 638,967   |
| Wilkesbarre & Wyoming Valley Traction Co.,<br>Wilkesbarre, Pa.....                      | 606,226   | 634,216   |
| Charleston Consolidated Ry., Gas & Electric<br>Co., Charleston, S. C.....               | 549,520   | 608,470   |
| Portland R. R. Co., Portland, Me.....                                                   | 477,598   | 605,802   |
| Dry Dock, East Broadway & Battery R. R.<br>Co., New York, N. Y.....                     | 588,540   | 585,975   |
| New York & Queens County Ry. Co., Long<br>Island City, N. Y.....                        | 494,301   | 548,464   |
| Duluth Superior Traction Co., Duluth, Minn.                                             | 453,704   | 538,030   |
| United Traction Co., Reading, Pa.....                                                   | 421,558   | 509,212   |
| Central Crosstown R.R. Co., New York, N.Y.                                              | 482,471   | 500,252   |

Total, 19 companies, ..... \$11,432,553 \$13,303,572

COMPANIES HAVING GROSS RECEIPTS FOR 1902 BETWEEN  
\$500,000 AND \$100,000.

| NAME OF COMPANY.                                                     | 1901.     | 1902.     |
|----------------------------------------------------------------------|-----------|-----------|
| Camden & Suburban Ry. Co., Camden, N. J.                             | \$411,002 | \$493,305 |
| Des Moines City Ry. Co., Des Moines, Ia....                          | 397,840   | 483,150   |
| Harrisburg Traction Co., Harrisburg, Pa....                          | 393,771   | 466,530   |
| Savannah Electric Co., Savannah, Ga.....                             | 407,348   | 458,365   |
| Thirty-Fourth St. Crosstown Ry. Co., N. Y..                          | 397,949   | 456,841   |
| Lake Shore Electric Ry. Co., Cleveland, O...                         | 358,180   | 455,352   |
| Scranton Ry. Co., Scranton, Pa.....                                  | 614,022   | *422,561  |
| Sacramento Elec., Gas & Ry. Co., Sacramento                          | 376,970   | 419,781   |
| Fonda, Johnstown & Gloversville R. R. Co.<br>Gloversville, N. Y..... | 344,927   | 411,944   |
| Elgin, Aurora & Southern Traction Co.,<br>Aurora, Ill. ....          | 361,665   | 410,431   |

| NAME OF COMPANY.                                                                                                    | 1901.   | 1902.   |
|---------------------------------------------------------------------------------------------------------------------|---------|---------|
| Trenton Street Ry. Co., Trenton, N. J.....                                                                          | 337,217 | 366,459 |
| Houston Electric Co., Houston, Tex.....                                                                             | 241,371 | 360,018 |
| Schenectady Ry. Co., Schenectady, N. Y....                                                                          | 215,962 | 350,907 |
| Conestoga Traction Co., Lancaster, Pa.....                                                                          | 270,533 | 344,227 |
| Holyoke Street Ry. Co., Holyoke, Mass.....                                                                          | 303,666 | 336,853 |
| Union Street Ry. Co., New Bedford, Mass...                                                                          | 272,895 | 326,125 |
| Halifax Elec. Tra'y Co., Ltd., Halifax, N. S.                                                                       | 251,644 | 314,161 |
| Ottawa Electric Ry. Co., Ottawa, The, Ont...                                                                        | 313,171 | 310,192 |
| Terre Haute Electric Co., Terre Haute, Ind.                                                                         | 293,930 | 307,824 |
| Chester Traction Co., Chester, Pa.....                                                                              | 295,915 | 305,048 |
| Cleveland, Elyria & West, Ry. Co., Cleveland.                                                                       | 249,260 | 300,846 |
| Niagara Gorge R. R. Co., Niagara Falls, N.Y.                                                                        | 82,160  | 279,436 |
| Johnstown Passenger Ry. Co., Johnstown, Pa.                                                                         | 204,286 | 274,168 |
| Elizabeth, Plainfield & Central Jersey Ry..<br>Co., Elizabeth, N. J.....                                            | 236,082 | 250,711 |
| Manchester Street Ry. Co., Manchester, N. H.                                                                        | 212,138 | 235,172 |
| Lewiston, Brunswick & Bath Street Ry. Co.,<br>Lewiston, Me.....                                                     | 221,532 | 230,957 |
| Exeter, Hampton & Amesbury Street Ry.<br>Co., Exeter, N. H.....                                                     | 105,298 | 227,496 |
| Westchester Electric R.R. Co., New York, N.Y.                                                                       | 185,285 | 222,596 |
| Sioux City Traction Co., Sioux City, Ia.....                                                                        | 199,183 | 222,045 |
| Yonkers R. R. Co., Yonkers, The, N. Y.....                                                                          | 189,503 | 221,781 |
| Richmond Light & R. R. Co., S. I., N. Y....                                                                         | 214,063 | 219,118 |
| Binghamton Ry. Co., Binghamton, N. Y.....                                                                           | 206,447 | 217,661 |
| Erie Electric Motor Co., Erie, Pa.....                                                                              | 185,847 | 214,172 |
| Lincoln Traction Co., Lincoln, Neb.....                                                                             | 188,255 | 213,926 |
| Atlantic Coast Elec. R. R. Co., Asbury Park.                                                                        | 220,661 | 209,124 |
| Southwest Missouri Elec. Ry. Co., Webb City.                                                                        | 203,630 | 206,799 |
| Tampa Electric Co., Tampa, Fla.....                                                                                 | 176,055 | 203,146 |
| Fitchburg & Leominster Street Ry. Co.,<br>Fitchburg, Mass.....                                                      | 196,544 | 201,247 |
| Schuylkill Valley Traction Co., Norristown, Pa.                                                                     | 84,720  | 197,279 |
| Cleveland, Painesville & Eastern R. R. Co.,<br>Cleveland, O.....                                                    | 164,971 | 189,187 |
| Albany & Hudson R. R. Co., Hudson, N. Y.                                                                            | 122,386 | 187,882 |
| Wilkinsburg & E. Pitts. Ry. Co., Braddock,                                                                          | 35,962  | 183,787 |
| Twenty-Eighth & Twenty-Ninth Sts. Cross-<br>town R. R. Co., New York.....                                           | 177,370 | 180,927 |
| Middlesex & Somerset Traction Co., New<br>Brunswick, N. J.....                                                      | 162,819 | 180,681 |
| People's Gas & Electric Co., Burlington, Ia..                                                                       | 169,940 | 178,744 |
| Jacksonville Electric Co., Jacksonville, Fla..                                                                      | 169,803 | 173,209 |
| Newport & Fall River St. Ry. Co., Newport, R. I.                                                                    | 213,129 | 170,076 |
| New Jersey & Hudson River Ry. & Ferry<br>Co., Hackensack, N. J.....                                                 | 103,589 | 166,442 |
| Elmira Water, Light & R. R. Co., Elmira, N.Y.                                                                       | 92,121  | 162,232 |
| Pottsville Union Traction Co., Pottsville, Pa.                                                                      | 173,209 | 161,649 |
| Beaver Valley Traction Co., Beaver Falls, Pa.                                                                       | 147,992 | 161,604 |
| Altoona & Logan Valley E.R. Co., Altoona, Pa.                                                                       | 127,263 | 155,462 |
| London Street Ry. Co., London, Ont.....                                                                             | 141,846 | 154,704 |
| Interstate Consolidated Street Ry. Co., North<br>Attleborough, Mass.....                                            | 174,701 | 148,299 |
| Rockland, Thomaston & Camden St. Ry. Co.,<br>Rockland, Me.....                                                      | 90,193  | 145,786 |
| Lexington & Boston St. Ry. Co., Boston, Mass.                                                                       | 119,535 | 145,093 |
| Northampton St. Ry. Co., Northampton, Mass.                                                                         | 133,429 | 144,846 |
| Camden, Gloucester & Woodbury, Ry. Co.,<br>Camden, N. J.....                                                        | 125,365 | 142,410 |
| Milford & Uxbridge St. Ry. Co., Milford, Mass.                                                                      | 118,029 | 142,380 |
| Alton Ry., Gas & Electric Co., Alton, Ill....                                                                       | 128,894 | 142,021 |
| New Castle Traction Co., New Castle, Pa....                                                                         | 122,180 | 139,629 |
| Meriden Electric R. R. Co., Meriden, Conn..                                                                         | 133,154 | 139,283 |
| Staten Island Midland R. R. Co., S. I., N. Y.                                                                       | 144,814 | 137,914 |
| Newton St. Ry. Co., Newton, Mass.....                                                                               | 129,750 | 134,300 |
| Dartmouth & Westport S.R. Co., New Bedford,<br>Hartford, Manchester & Rockville Tramway<br>Co., Hartford, Conn..... | 119,545 | 132,991 |
| Schuylkill Traction Co., Girardville, Pa.....                                                                       | 126,811 | 131,465 |
| Montreal Park & Island Ry. Co., Montreal...                                                                         | 128,359 | 130,757 |
| Lehigh Traction Co., Hazleton, Pa.....                                                                              | 128,678 | 130,160 |
| Consolidated Railways, Light & Power Co.,<br>The, Wilmington, Del.....                                              | 133,812 | 129,653 |
| N. Y. & North Shore R. R. Co., Brooklyn...                                                                          | 51,856  | 126,425 |
| Holmesburg Tacony & Frankford Electric<br>Ry. Co., Philadelphia, Pa.....                                            | 117,482 | 125,077 |
| City Pass'g'r Ry. Co. of Altoona, Altoona, Pa.                                                                      | 112,139 | 120,430 |
| Fairmount Park Transportation Co., Phila...                                                                         | 95,980  | 117,560 |
| Jamestown St. Ry. Co., The, Jamestown, N. Y.                                                                        | 111,576 | 116,864 |
| Hoosac Valley Street Ry. Co., No. Adams, Mass.                                                                      | 110,716 | 116,117 |
| Haverhill & Amesbury St. Ry. Co., Haverhill.                                                                        | 100,803 | 116,111 |
| Norwich Street Ry. Co., Norwich, Conn....                                                                           | 116,396 | 113,175 |
| Pittsfield Electric St. Ry. Co., Pittsfield, Mass.                                                                  | 95,378  | 111,811 |
| Ithaca Street Ry. Co., Ithaca, N. Y.....                                                                            | 87,071  | 111,697 |
| Phila. & West Chester Traction Co., Phila...                                                                        | 99,552  | 111,090 |
| Rochester & Sodus Bay Ry. Co., Rochester...                                                                         | 100,166 | 110,409 |
| Columbus Railroad Co., Columbus, Ga.....                                                                            | 77,992  | 107,700 |
| Williamsport Pass. Ry. Co., Williamsport ..                                                                         | 103,617 | 106,183 |
| Fries Manufacturing & Power Co., The,<br>Winston-Salem, N. C.....                                                   | 93,780  | 104,656 |
| Woonsocket St. Ry. Co., Woonsocket, R. I..                                                                          | 87,847  | 103,660 |
| Springfield & Eastern S. R. Co., Palmer, Mass                                                                       | 97,692  | 102,962 |
| Orange County Traction Co., Newburgh, N.Y.                                                                          | 72,164  | 102,788 |
|                                                                                                                     | 98,336  | 102,222 |

Total, 88 companies, ..... \$16,546,196 \$18,898,211

\* Decrease due to strikes of employees and anthracite coal miners.

COMPANIES HAVING GROSS RECEIPTS FOR 1902 BETWEEN  
\$100,000 AND \$50,000.

| NAME OF COMPANY.                                                            | 1901.    | 1902.    |
|-----------------------------------------------------------------------------|----------|----------|
| Pittsburg, McKeesport & Greensburg Ry. Co., Greensburg, Pa.                 | \$59,227 | \$99,308 |
| Atchison, Ry., L. & P. Co., Atchison, Kas.                                  | 90,463   | 97,328   |
| Poughkeepsie City & Wappinger's Falls Electric Ry. Co., Poughkeepsie, N. Y. | 89,163   | 93,740   |
| Citizens' Elec. St. Ry. Co., Newburyport, Mass.                             | 95,696   | 92,390   |
| Brockton & Plymouth Street Ry. Co., Brockton, Mass.                         | 85,128   | 90,333   |
| Bridgeton & Millville Traction Co., The, Bridgeton, N. J.                   | 75,832   | 90,241   |
| Montville Street Ry. Co., Montville, Conn.                                  | 78,611   | 90,038   |
| York Street Ry. Co., York, Pa.                                              | 76,250   | 89,035   |
| Orange & Passaic Valley Ry. Co., Orange, N. J.                              | 82,895   | 88,835   |
| Auburn City Ry. Co., Auburn, N. Y.                                          | 84,633   | 88,647   |
| Syracuse, Lakeside & Baldwinsville Ry. Syracuse, N. Y.                      | 81,096   | 87,855   |
| Sanford & Cape Porpoise Ry. Co., Sanford, Me.                               | 64,094   | 83,847   |
| Camden & Trenton Ry. Co., Camden, N. J.                                     | 48,717   | 81,990   |
| Commonwealth Ave. St. Ry. Co., Newton, Mass.                                | 85,010   | 81,315   |
| Portsmouth, Kittery & York Street Ry. Co. Portsmouth, N. H.                 | 76,798   | 80,537   |
| Natick & Cochituate St. Ry. Co., Natick, Mass.                              | 72,224   | 79,751   |
| Delaware Co. and Philadelphia Electric Ry. Co., Philadelphia, Pa.           | 77,913   | 79,136   |
| Danbury & Bethel St. Ry. Co., Danbury, Conn.                                | 74,434   | 78,380   |
| Concord St. Ry. Co., Concord, N. H.                                         | 70,275   | 77,929   |
| Milford, Attleboro & Woonsocket Ry. Co., Milford, Mass.                     | 75,464   | 75,461   |
| New London St. Ry. Co., New London, Conn.                                   | 65,283   | 72,471   |
| Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa.                       | 64,183   | 71,478   |
| Newton & Boston St. Ry. Co., Newton, Mass.                                  | 64,912   | 70,793   |
| South Middlesex St. Ry. Co., Natick, Mass.                                  | 69,425   | 70,405   |
| Syracuse Suburban R. R. Co., Syracuse, N. Y.                                | 60,747   | 70,106   |
| Lebanon Valley Street Ry. Co., Lebanon, Pa.                                 | 63,025   | 69,901   |
| Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y.    | 63,912   | 66,955   |
| Bangor Street Ry. Co., Bangor, Me.                                          | 67,155   | 65,888   |
| Tarrytown, White Plains & Mamaroneck Ry. Co., White Plains, N. Y.           | 62,261   | 65,737   |
| Newtown Electric St. Ry. Co., Newtown, Pa.                                  | 53,713   | 64,587   |
| Marlborough St. Ry. Co., Marlborough, Mass.                                 | 59,103   | 64,559   |
| Woronoco Street Ry. Co., Westfield, Mass.                                   | 61,091   | 64,489   |
| Stamford St. Ry. Co., Stamford, Conn.                                       | 58,768   | 64,233   |
| Wellesley & Boston St. Ry. Co., Newton, Mass.                               | 60,809   | 62,825   |
| Warren St. Ry. Co., Warren, Pa.                                             | 41,904   | 62,332   |
| Warren, Brookfield & Spencer Street Ry. Co., Brookfield, Mass.              | 61,264   | 61,595   |
| Worcester & Webster St. Ry. Co., Worcester, Mass.                           | 56,563   | 61,437   |
| People's Tramway Co., Putnam, Conn.                                         | 56,180   | 60,560   |
| Southern Boulevard R. R. Co., New York.                                     | 52,303   | 60,505   |
| Augusta, Winthrop & Gardiner Ry. Co., Augusta, Me.                          | 41,553   | 60,110   |
| Chippewa Valley Electric R. R. Co., The, Eau Claire, Wis.                   | 53,077   | 60,104   |
| Amsterdam St. R. R. Co., Amsterdam, N. Y.                                   | 54,658   | 60,051   |
| Portsmouth Electric Ry., Portsmouth, N. H.                                  | 53,628   | 59,204   |
| Seattle & Renton Ry. Co., Seattle, Wash.                                    | 49,601   | 59,040   |
| Burlington Traction Co., Burlington, Vt.                                    | 57,435   | 57,963   |
| Bangor, Orono & Oldtown Ry. Co., Bangor, Me.                                | 53,656   | 57,680   |
| Allentown & Kutztown Tr. Co., Allentown, Pa.                                | 43,601   | 56,850   |
| Doylestown & Willow Grove R. R. Co., Doylestown, Pa.                        | 41,688   | 56,487   |
| Peekskill Lighting & R. R. Co., Peekskill, N. Y.                            | 43,936   | 56,352   |
| Gardner, Westminster & Fitchburg Street Ry. Co., Gardner, Mass.             | 54,137   | 56,106   |
| Olean Street Ry. Co., Olean, N. Y.                                          | 52,018   | 56,040   |
| Worcester & Blackstone Valley Street Ry. Co., Worcester, Mass.              | 32,229   | 55,811   |
| Waterville & Fairfield Ry. & Light Co., Waterville, Me.                     | 45,062   | 55,783   |
| Olean, Rock City & Bradford R. R. Co., Bradford, Pa.                        | 42,654   | 55,044   |
| Black River Traction Co., Watertown, N. Y.                                  | 55,084   | 54,323   |
| Tamaqua & Lansford St. Ry. Co., Lansford, Pa.                               | 54,679   | 53,153   |
| Raritan Traction Co., Perth Amboy, N. J.                                    | 32,945   | 53,023   |
| Bristol & Plainville T'way Co., Bristol, Conn.                              | 69,086   | 52,728   |
| Northampton & Amherst Street Ry. Co., Northampton, Mass.                    | 43,510   | 51,891   |
| Greenfield & Turners Falls St. Ry. Co., Greenfield, Mass.                   | 44,865   | 51,617   |
| Meriden, Southington & Compounce Tramway Co., Meriden, Conn.                | 46,617   | 51,208   |
| Citizens' Traction Co., Oil City, Pa.                                       | 15,086   | 50,455   |
| Washington Elec. St. Ry. Co., Washington, Pa.                               | 42,496   | 50,402   |
| Bradford Electric St. Ry. Co., Bradford, Pa.                                | 45,300   | 50,099   |
| Van Brunt St. & Erie Basin R. R. Co., Brooklyn.                             | 48,258   | 50,055   |

Total, 65 companies..... \$3,903,713 \$4,408,531

COMPANIES HAVING GROSS RECEIPTS FOR 1902 BETWEEN  
\$50,000 AND \$25,000.

| NAME OF COMPANY.                                                  | 1901.    | 1902.    |
|-------------------------------------------------------------------|----------|----------|
| Waverly, Sayre & Athens Traction Co., Waverly, N. Y.              | \$17,700 | \$49,953 |
| Biddeford & Saco R. R. Co., Biddeford, Me.                        | 42,799   | 48,870   |
| Kokomo Street Ry., Light & Power Co., Kokomo, Ind.                | 38,006   | 48,790   |
| Rochester & Suburban Ry. Co., Rochester, N. Y.                    | 40,705   | 48,521   |
| Harrisburg & Mechanicsburg Electric Ry. Co., Harrisburg, Pa.      | 35,525   | 48,201   |
| Middletown-Goshen Electric Ry. Co., Middletown, N. Y.             | 48,707   | 48,113   |
| Athens Electric Ry. Co., Athens, Ga.                              | 39,729   | 48,050   |
| Torrington & Winchester Street Ry. Co., Torrington, Conn.         | 42,921   | 47,251   |
| Norton & Taunton Street Ry. Co., Norton, Mass.                    | 51,341   | 46,512   |
| Monmouth County Electric Co., Red Bank, N. J.                     | 36,334   | 46,352   |
| Wilkesbarre, Dallas & Harvey's Lake Ry. Co., Wilkesbarre, Pa.     | 43,543   | 45,028   |
| Hartford & Springfield Street Ry. Co., Thompsonville, Conn.       | 25,206   | 44,709   |
| Lewistown & Reedsville Electric Ry. Co., Lewistown, Pa.           | 33,725   | 44,473   |
| Fulton St. R. R. Co., New York City                               | 45,921   | 43,604   |
| Dunkirk & Fredonia R. R. Co., Fredonia, N. Y.                     | 35,423   | 43,302   |
| City Electric Ry. Co., The, Rome, Ga.                             | 41,238   | 42,544   |
| Ohio River Electric Ry. & Power Co., Pomeroy, O.                  | 38,066   | 42,528   |
| Newark & Hackensack Traction Co., Rutherford, N. J.               | 47,393   | 42,406   |
| Lawrence & Reading Street Ry. Co., Lawrence, Mass.                | 33,833   | 41,228   |
| Oswego Traction Co., Oswego, N. Y.                                | 36,531   | 41,017   |
| Charleroi & West Side St. Ry. Co., Charleroi, Pa.                 | 21,489   | 40,598   |
| Georgetown, Rowley & Ipswich Street Ry. Co., Georgetown, Mass.    | 37,992   | 40,514   |
| Middletown St. Ry. Co., Middletown, Conn.                         | 37,590   | 40,113   |
| Oil City St. Ry. Co., Oil City, Pa.                               | 43,241   | 39,290   |
| Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y.         | 37,076   | 38,216   |
| Citizens' R. R., Light & Power Co., Fishkill, N. Y.               | 36,772   | 37,866   |
| Phillipsburg Horse Car R. R. Co., Phillipsburg, N. J.             | 33,745   | 37,813   |
| Framingham Union Street Ry. Co., Framingham, Mass.                | 36,596   | 37,736   |
| Cortland County Traction Co., Cortland, N. Y.                     | 31,624   | 37,617   |
| Athol & Orange Street Ry. Co., Athol, Mass.                       | 36,199   | 37,298   |
| Springfield Electric Ry. Co., Springfield, Vt.                    | 33,957   | 37,065   |
| Sea View R. R. Co., Wakefield, R. I.                              | 23,383   | 36,509   |
| Farmington Street Ry. Co., Hartford, Conn.                        | 33,099   | 36,301   |
| Kittanning & Ford City Street Ry. Co., Kittanning, Pa.            | 29,745   | 35,865   |
| East Taunton Street Ry. Co., Taunton, Mass.                       | 28,167   | 35,334   |
| Punxsutawney Passenger Street Ry. Co., Punxsutawney, Pa.          | 31,561   | 34,950   |
| Franklin Electric Street Ry. Co., Franklin, Pa.                   | 23,777   | 34,424   |
| Corning & Painted Post Street Ry. Co., Corning, N. Y.             | 30,803   | 33,899   |
| Southbridge & Sturbridge Street Ry. Co., Southbridge, Mass.       | 28,329   | 33,532   |
| Pottstown Passenger Ry. Co., Pottstown, Pa.                       | 28,396   | 32,945   |
| Shamokin & Edgewood Electric Ry. Co., Shamokin, Pa.               | 19,336   | 32,066   |
| Titusville Electric Traction Co., Titusville, Pa.                 | 26,418   | 31,552   |
| Tarentum Traction Passenger Ry. Co., Tarentum, Pa.                | 26,058   | 31,525   |
| South Orange & Maplewood Traction Co., Orange, N. J.              | 20,413   | 31,072   |
| Webster & Dudley Street R. R. Co., Webster, Mass.                 | 23,193   | 30,439   |
| Millville Traction Co., Millville, N. J.                          | 16,093   | 30,333   |
| Elmira & Seneca Lake Ry. Co., Elmira, N. Y.                       | 30,917   | 29,903   |
| Meadville Traction Co., Meadville, Pa.                            | 29,576   | 29,591   |
| Hamburg Ry. Co., Hamburg, N. Y.                                   | 21,932   | 29,563   |
| People's Street Ry. Co., Nanticoke, Pa.                           | 25,137   | 28,580   |
| Haverhill, Georgetown & Danvers Street Ry. Co., Georgetown, Mass. | 27,002   | 28,459   |
| Cumberland Valley Traction Co., Harrisburg, Pa.                   | 17,975   | 27,114   |
| Citizens' Electric Co., Eureka Springs, Ark.                      | 24,282   | 26,938   |
| Calais Street Ry. Co., Calais, Me.                                | 24,376   | 26,790   |
| Bangor, Hampton & Winterport Ry. Co., Bangor, Me.                 | 24,703   | 26,681   |
| Troy & New England R. R. Co., Troy, N. Y.                         | 27,782   | 26,456   |
| Sunbury & Northumberland Electric Ry. Co., Sunbury, Pa.           | 21,447   | 25,074   |
| Cohoes City Ry. Co., The, Cohoes, N. Y.                           | 26,102   | 25,065   |

Total, 58 companies..... \$1,850,929 \$2,166,688

**ALABAMA.****ANNISTON.**

Population in 1880, 942, in 1890, 9,998, in 1901 (local estimates), 14,000.

**The Anniston Electric & Gas Co.**—Chartered Nov. 3, 1899. Annual meeting third Tuesday in October. This company is a consolidation of the Anniston Electric Co., which was the successor to the Anniston Street Ry. Co., with the Oxford Lake Line and the Anniston Gas & Light Co. Operation of the consolidated railway, electric lighting and gas properties was commenced on Dec. 1, 1899.

**CAPITAL STOCK**, authorized and issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$300,000, issued, \$239,000; dated Dec. 1, 1899, due 1929; denom. \$100 and \$500; int. payable June and Dec. at the office of the Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 35 lb. to 60 lb. T rail; 15 motor cars; Gen. Elec. motors, 450 H. P. Station Plant, Stephenson cars, Lorain Steel Co. trucks.

**OFFICERS.**—Pres. James O. Carr, Sec. & Treas. H. M. Francis, Gen. Man. Howard W. Sexton, Supt. A. A. Jett.

**DIRECTORS.**—James O. Carr, H. M. Francis, Schenectady, N. Y.; Charles T. Hughes.

**GENERAL OFFICE**, Anniston, Ala. New Jersey Office, 60 Grand St., Jersey City.

**REFERENCE.**—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1903. z

**BIRMINGHAM.**

Population in 1880, 3,086, in 1890, 26,187, in 1900, 38,415.

**Birmingham Railway, Light & Power Co.**—Charter and franchises perpetual. Annual meeting first Tuesday in Feb. This company is a consolidation between the Birmingham Gas Co., the Consolidated Electric Light Co. and the Birmingham Ry. Light & Power Co., by agreement dated June 13, 1901, and controls all street railways, gas and electric light plants in the city of Birmingham and Jefferson County. The company owns and operates the Bessemer Electric Plant, of Bessemer, Alabama, consisting of 1,300 H. P. E. P. Allis engine and 175 H. P. Ball engine, 2,120 K. W. single phase General Electric Company alternators, with exciters, slate switch board, with Weston instruments complete, 1,100 light A. C. tub, for series arc lighting.

This company has let contract for utilizing exhaust steam from power plant for heating stores and residences.

**CAPITAL STOCK.**—Common, authorized and issued, \$3,500,000; par value, \$100 per share; preferred, authorized and issued, \$1,500,000, 6 p. c. cumulative, par value, \$100 per share; int. payable, Jan. and July.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold coupon bonds, authorized, \$6,000,000, issued, \$4,311,000; \$439,000 for sale for improvements and \$1,250,000 reserved to take up a like amount of Birmingham Ry. & Electric Co.'s thirty year bonds, due July 2d, 1924; interest 5 p. c., payable Jan. and July, at Central Trust Co., New York. Consolidated bonds may be registered, are dated July 1, 1901, and are payable July 1, 1951; int. payable Jan. and July, at offices of Old Colony Trust Co., Boston, Mass., Ladenburg, Thalmann & Co., New York, or at commercial National Bank, New Orleans, La.

**PLANT AND EQUIPMENT.**—Miles of track 99.18; gauge, 4 ft. 8½ in.; 70 lb. to 86 lb. 60 ft. T and girder rail; 112 motor cars, 33 trail cars, 6 steam motors, 9 steam coaches, 19 freight cars; Gen Elec. motors, St. Louis and Stephenson cars, 8,400 H. P. Birmingham Machine & Foundry Co. Corliss engines, Gen. Elec. generators, direct-connected; B. & W., and return tubular boilers. Lighting units for arc, incandescent and commercial power are direct-connected and arranged for 3 wire direct current, and 3 phase, 60 cycle alternating current distribution. Enclosed alternating lamps, used for municipal lighting. The gas plant is modernized with semi-regenerative benches. Ammonia plant complete, together with an extension of 10 miles of mains, making a total of about 30 miles.

**GENERAL.**—The physical property of the company in the railway, electric lighting and gas departments is under complete reconstruction.

| OPERATION.—Year ending Dec. 31, | 1901.     | 1902.       |
|---------------------------------|-----------|-------------|
| Total receipts.....             | \$931,539 | \$1,076,767 |
| Operating expenses.....         | 488,206   | 583,550     |
| Earnings from operation.....    | 443,333   | 493,217     |

**OFFICERS.**—Pres. Robert Jemison, V. Pres. William A. Walker, 2nd V. Pres. & Sec. J. P. Ross, Treas. C. O. Simpson, Gen. Man. D. A. Belden, Engrs. Ford, Bacon & Davis.

**DIRECTORS.**—Robert Jemison, W. A. Walker, Geo. H. Davis, T. T. Hillman, R. H. Pearson, B. F. Roden, G. B. McCormack, M. V.

Joseph, W. H. Kettig, T. G. Bush, Birmingham, Ala.; Gordon Abbott, Boston, Mass.; S. H. March, New York; H. M. Atkinson, Atlanta, Ga.; J. K. Newman, New York, A. M. Shook, P. G. Harding, Birmingham, Ala.; A. H. Ford, New Orleans.

**GENERAL OFFICES**, 2104 First Ave., Birmingham, Ala.

Date of information Mar., 1903. z

For map of road see page 6.

**Birmingham & Steel Cities' Railway & Power Co.**

**DIRECTORS.**—J. W. Minor, C. F. Sharpe, J. B. Stagg, Eusley, R. R. Tell, C. F. Euslen, Birmingham, L. D. Carr, Toledo, O.; L. K. Davis, Indianapolis, Ind.

Date of information, Feb., 1903. x

**GADSDEN.**

Population in 1880, 1,697, in 1890, 2,901, in 1900 (local estimates), 4,770; total population served by this road in 1900 (local estimates), 15,000.

**Gadsden & Attalla Union Railway Co.**—Chartered Mar. 29, 1890. Changed from steam to electric operation in June, 1899.

**CAPITAL STOCK**, authorized, \$200,000, issued, \$160,000.

**FUNDED DEBT**, authorized, \$200,000, issued, \$72,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 45 lb. T rail; 12 motor cars, 2 baggage cars and 2 flat cars; Brill cars.

**OFFICERS.**—Pres. G. H. Schuler, Sec. R. D. Carver, Treas. E. T. Schuler.

**GENERAL OFFICE**, 123 N. 4th St.

Date of information, Mar., 1903. z

**Alabama City, Gadsden & Attalla Railway Co.**

**CAPITAL STOCK**, authorized, \$200,000, issued, \$160,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold, registered bonds, authorized, \$80,000, issued \$72,000, in treasury, \$8,000; int. payable at Queen City Bank, Gadsden, Ala. Bonds may be called for payment at any time.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 9 cars.

**OFFICERS.**—Pres. G. H. Schuler, Sec. R. D. Carver, Treas. E. T. Schuler, Elec. C. Z. Zell.

**DIRECTORS.**—G. H. Schuler, R. D. Carver, Birmingham, Ala.; E. T. Schuler, Gadsden.

**GENERAL OFFICE**, Gadsden, Ala.

Date of information Mar., 1903. z

**HUNTSVILLE.**

Population in 1890, 7,995, in 1900, 8,068.

**Huntsville Railway, Light & Power Co.**—Charter and municipal franchise granted in 1899 for 30 years. This company commenced operation in 1900.

**CAPITAL STOCK**, authorized and issued, \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$150,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars; Wood and Siemens & Halske generators, 300 K. W.; 480 H. P. engine, Lorain motors, St. Louis cars, DuPont trucks.

**OFFICERS.**—Pres. T. C. DuPont, V. Pres. T. W. Pratt, Sec. A. D. Hasbrouck, Treas. Mr. Waters, Gen. Man. & Supt. A. B. Coryell, Ch. Engr. Ben Gowen, Elec. John McLure.

**DIRECTORS.**—T. C. DuPont, A. D. Hasbrouck, T. W. Pratt, A. B. Coryell.

**GENERAL OFFICE**, Huntsville, Ala.

Date of information, Mar., 1903. z

**MOBILE.**

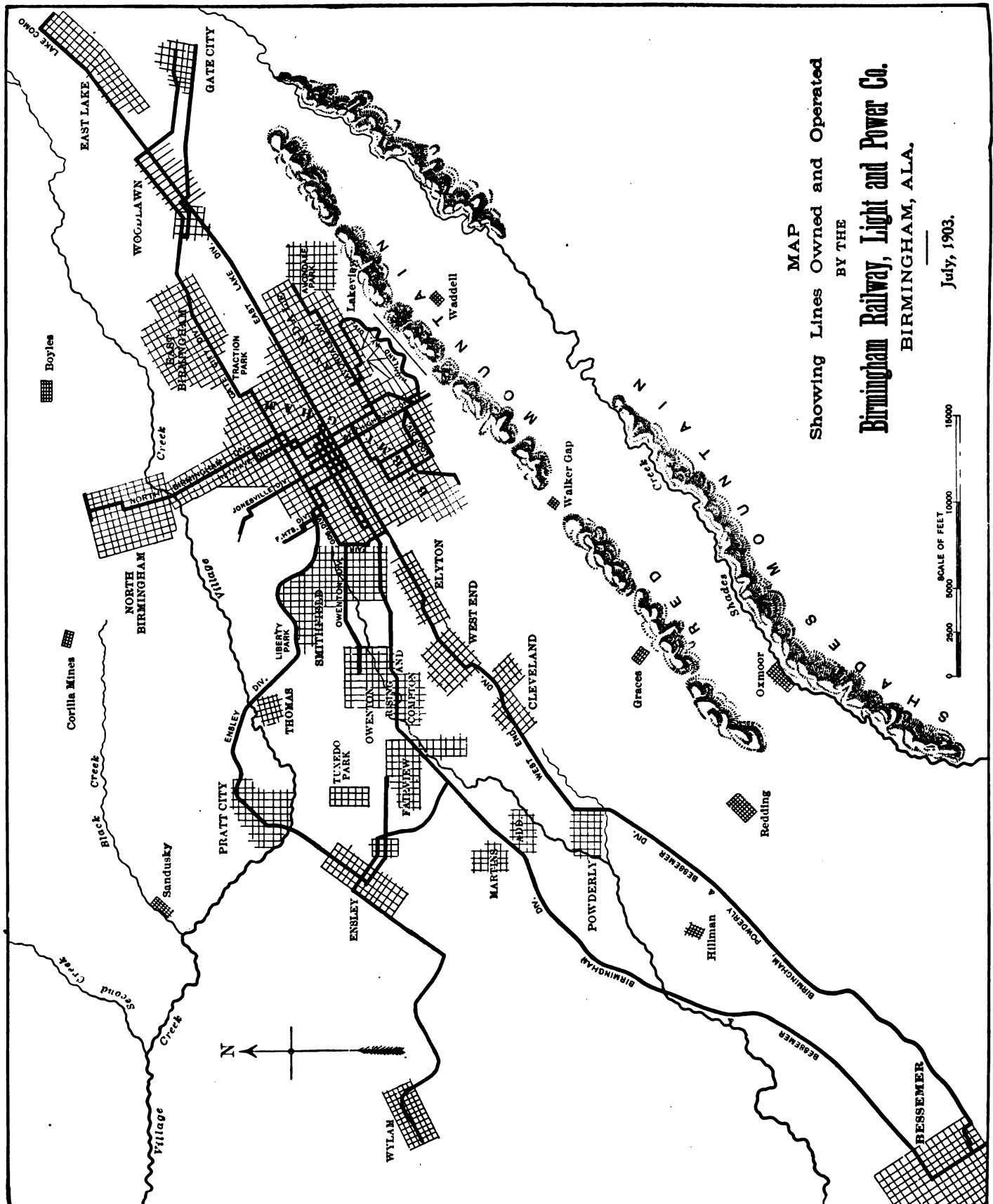
Population in 1880, 29,132, in 1890, 31,076, in 1900, 38,469.

**Mobile Light & Railroad Co.**—Chartered Feb. 6, 1897, in perpetuity. This is a consolidation of the Mobile Light & Ry. Co. and the Mobile Street R. R. Co. Annual meeting, second Monday in Feb. This company also operates an extensive electric lighting plant.

**Capital Stock.**—Common stock, authorized and issued, \$2,250,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$2,250,000, issued, \$800,000, in treasury, \$1,450,000 (see note); dated Sept. 1, 1901, due 1941; denom. \$1,000; int. payable Mar. and Sept., at New York Security & Trust Co., of New York, trustee of mortgage.

Please note date of information at end of each report.





**Plant and Equipment.**—Miles of track (electric), 42; gauge, 4 ft. 8½ in.; 60, 70, 80 and 88 lb. rail; 97 cars, of which 73 are motor cars and 24 trail cars; 3,460 H. P. engines, 1,450 K. W. railway dynamos; McIntosh & Seymour, Hamilton Corliss engines, Stirling and B. & W. boilers, Gen. Elec. West. and Siemens & Halske dynamos and motors, Brill, St. Louis Car Co. and Stephenson cars, Peckham and Brill trucks; approximate value real estate and building, \$200,000; 10,000 incandescent lights, arc and motor circuits.

**Officers.**—Pres. & Gen. Man. J. H. Wilson, V. Pres. S. H. Wilson, Sec. & Treas. C. W. Chase, Ch. Engr. of Power Station, Jos. Maloney, Mast. Mech. S. M. Coffin.

**Directors.**—J. H. Wilson, J. W. Whiting, S. H. Wilson, Chas. D. Willoughby, L. Lowenstein, C. W. Chase, W. E. Gordon.

**General Office,** Mobile, Ala.

Date of information, Mar., 1903. z

## MONTGOMERY.

Population in 1880, 16,713, in 1890, 21,883, in 1900, 30,346.

**Montgomery Street Railway Co.**—Chartered 1893, in perpetuity. This is a consolidation, in 1893, of the Montgomery Terminal Street Ry. Co. and the Cloverdale Street R. R. Co. and the company controls the Montgomery Suburban Street Ry.

**CAPITAL STOCK,** authorized, \$350,000, issued, \$290,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$350,000, issued, \$290,000; dated 1893, due 1923; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. The unissued bonds may be sold at the company's discretion.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 51½ lb. to 84 lb. T and girder rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, own cars; rent power from light company.

**Officers.**—Pres. J. W. Dimmick, Sec. J. T. Darline, Treas. G. W. Craik, Supt. R. F. Scott, Gen. Man. R. Semmes.

**GENERAL OFFICE,** 21 Dexter Ave.

**REFERENCES.**—Separate car acts and ordinances for colored race, Vol. XVI, July 28, '00, p. 681, Aug. 25, '00, p. 782.

Date of information, Jan., 1903. x

**Montgomery Suburban Street Railway Co.**—Chartered Jan., 1896, as the successor to the West End & Riverside Park Electric Street Ry. Co. Municipal franchise granted July 17, 1891, for indefinite years. This road is controlled by the Montgomery Street Ry. Co.

Date of information, July, 1902. d

## NEW DECATUR.

Population in 1900, Decatur, 3,114; New Decatur, 4,437.

**The People's Street Railway & Improvement Co.**—Charter and municipal franchise granted in 1890, in perpetuity. Annual meeting fourth Tuesday in Oct.

**CAPITAL STOCK,** authorized, \$18,000, issued, \$15,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 2.87; gauge, 4 ft. 8½ in.; 20 lb. T rail; 6 mules, 2 horse cars; Stephenson cars.

**Officers.**—Pres. L. R. Nelson, V. Pres. W. W. Nelson, Treas. & Supt. J. B. Nelson, Sec. Gen. Man. Ch. Engr. & Pur. Agt. Geo. A. Nelson.

**Directors.**—G. A. Nelson, L. K. Ray, J. B. Nelson, B. E. Hudnell, Wm. W. Nelson, E. J. Hudnell, H. A. Nelson.

**GENERAL OFFICE,** Moulton Heights, New Decatur, Ala.

Date of information, Feb., 1903. d

### Decatur Street Railway Co.

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT,** \$40,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 30 mules, 5 horse cars.

**Officers.**—V. Pres. A. C. Hartshorne, Sec. Treas. Gen. Man. & Ch. Engr. W. A. Bibb, Supt. W. H. Winton.

**GENERAL OFFICE,** New Decatur, Ala.

Date of information Mar., 1903. z

## OPELIKA.

Population in 1880, 3,245, in 1890, 3,703, in 1899, 4,245.

**Opelika & Auburn Electric Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.33; 5 motor cars.

**Officers.**—Pres. M. E. Gray, Columbus, Ga.; Sec. C. I. Daughtry, Treas. A. H. Slaughter, Gen. Man. John L. Cowan.

**GENERAL OFFICE,** Opelika, Ala.

Date of information, Jan., 1901. d

## SELMA.

Population in 1880, 7,529, in 1890, 7,626, in 1900, 8,713, in 1901 (through extension of city limits), 15,000.

**Selma Street & Suburban Railway Co.**—Chartered Dec. 3, 1866. This road has been purchased by F. M. Abbott, of Selma, Ala.

**CAPITAL STOCK,** \$50,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars and 4 trail cars; rent power.

**Officers.**—Pres. & Treas. Col. F. M. Abbott (New Orleans, La.), Sec. Pur. Agt. & Supt. W. R. Hall, Ch. Elec. John F. Knowlin.

**GENERAL OFFICE,** Selma, Ala.

Date of information, Mar., 1903. z

## ARIZONA.

### DOUGLAS.

**Douglas Street Railway Co.**—This company has three miles of road under construction.

**Officers.**—Pres. James I. Douglas, Sec. Man. & Pur. Agt. S. F. Maguire, Treas. M. J. Cunningham.

Date of information, Jan., 1903. d

### PHOENIX.

Population, in 1895 (local estimates), 10,000, in 1900 (local estimates), 15,000.

**Phoenix Railway Co.**—Franchise granted 1892 for 50 years.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$100,000, issued, \$50,000; denom. \$1,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 motor cars and 7 trail cars; 300 H. P. station plant; Cumer and Williams engines, Hazelton boiler, Gen. Elec. dynamos, West. motors, Brill cars and trucks.

**Officers.**—Sec. Man. Pur. Agt. & Supt. H. W. Heap, Treas. Valley Bank, Aud. R. P. Sherman, Elec. Engr. Frank Hutson, Ch. Engr. R. E. McCall.

Date of information, Jan., 1903. z

### TUCSON.

Population in 1890, 5,150, in 1900, 7,531, in 1903, (local estimates), 12,000.

**Tucson Street Railway Co.**—Municipal franchise granted in 1897 for 25 years. Annual meeting in August.

**CAPITAL STOCK,** authorized \$50,000, issued \$27,500.

**FUNDED DEBT.**—First mortgage 7 p. c. gold coupon bonds, authorized \$20,000, issued \$11,500, in treasury, \$8,500; dated July 1902, due 1922, denom. \$100.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 18 horses; 4 cars.

**Officers.**—Pres. M. G. Sumaniego, V. Pres. N. W. Bernard, Sec. & Gen. Man. C. F. Hoff, Treas. H. D. Underwood.

Date of information, Feb., 1903. z

## ARKANSAS.

### EUREKA SPRINGS.

Population in 1880, 3,984, in 1890, 3,706, in 1900, 3,572.

**Citizens Electric Co.**—This company is the successor by purchase of the Eureka Springs Electric Light & Street Ry. Co., which was chartered May 1, 1891, for 99 years, and operates street railway, electric light and power, cold storage and ice plants, and also owns a pleasure park, auditorium and opera house.

**CAPITAL STOCK,** authorized and issued, \$50,000; par value. \$25 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$50,000; all dated Jan. 1, 1900, due 1906 to 1930; 2 bonds annually, 1906-1910, then 3, 4, 5 and 6 bonds annually for periods of 5 years each; denom. \$500; int. payable at Hanover National Bank, of New York City, trustee of mortgage, Frank N. Claflin.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, \$25,000; dated Sept. 1, 1900, due 1925; denom. \$250; int. payable Mar. and Sept. at Hanover National Bank, trustee Frank N. Claflin.

**NOTE.**—First mortgage bonds are subject to call at 105 after 1910.



| OPERATION.—Year ending Dec. 31,                                             | 1900.    | 1901.    | 1902.    |
|-----------------------------------------------------------------------------|----------|----------|----------|
| Receipts from passengers.....                                               |          | \$11,649 | \$13,115 |
| "    "    lighting, ice plant, storage,<br>auditorium, park and opera house |          | 12,633   | 13,823   |
| "    total.....                                                             | \$18,390 | 24,282   | 26,938   |
| Operating expenses.....                                                     | 12,444   | 12,808   | 12,125   |
| Earnings from operation.....                                                | 5,946    | 11,474   | 14,813   |
| Deductions from earnings.                                                   |          |          |          |
| Interest.....                                                               |          | 4,028    | 4,763    |
| Insurance and taxes.....                                                    |          | 1,247    | 431      |
| Net income.....                                                             |          | 6,199    | 9,619    |

BALANCE SHEET of the Citizens' Electric Co., Consolidated. Dated Dec. 31,

| ASSETS.                            | 1900.     | 1901.     | 1902.     |
|------------------------------------|-----------|-----------|-----------|
| Cost of railway plant.....         | \$ 52,754 | \$ 60,000 | \$ 80,000 |
| "    power house improvements..... | 19,257    |           | 821       |
| Other permanent plants, etc.....   | 42,782    | 68,399    | 61,007    |
| Bonds in treasury.....             | 34,000    | 25,000    |           |
| Cash.....                          | 11        |           |           |
| Materials and supplies.....        | 333       | 1,913     | 2,468     |
| Bills and accounts receivable..... | 3,513     | 5,871     | 7,295     |
| Operating expenses.....            |           | 12,808    |           |
| Interest and discount.....         |           | 4,028     |           |
| Total.....                         | \$152,650 | \$178,018 | \$151,591 |

#### LIABILITIES.

|                                  |           |           |           |
|----------------------------------|-----------|-----------|-----------|
| Capital stock.....               | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....                 | 75,000    | 75,000    | 75,000    |
| Advanced on bond account.....    | 9,000     |           |           |
| Bills and accounts payable.....  | 12,475    | 26,331    | 25,000    |
| Earnings since Jan. 1, 1901..... |           | 24,282    |           |
| Coupons.....                     |           |           | 1,591     |
| Profit and loss (surplus).....   | 6,175     | 2,406     |           |
| Total.....                       | \$152,650 | \$178,018 | \$151,591 |

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars; West. dynamos, G. E. and Lorain motors.

OFFICERS.—Pres. W. M. Duncan, V. Pres. & Man. M. D. Jordan, Ch. Engr. Robt. McIntyre, Elec. W. L. Dry.

DIRECTORS.—Wm. M. Duncan, M. D. Jordan, W. I. Sanford, L. P. Badger, C. F. Ellis.

GENERAL OFFICE, Eureka Springs, Ark.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information., Mar., 1903.

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### FORT SMITH.

Population in 1890, 11,311, in 1900, 11,587, in 1902, (local estimates), 16,000.

**Fort Smith Traction, Light & Power Co.**—Charter and municipal franchise granted in 1898 for 50 years. This company has acquired by purchase the franchises and equipment of the Fort Smith St. Railway Co., and operates a complete lighting plant, holding contract to light the city for ten years.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized \$200,000, issued, \$125,000; dated Jan. 1, 1899, due Jan. 1, 1929; int. payable Jan. and July, at the office of the Mississippi Valley Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 13 motor cars, 1 trail car; 400 H. P. boilers, 2-150 H. P. Porter-Allen engines, 2-100 K. W. West. generators.

OFFICERS.—Pres. Sam'l McLoud, V. Pres. & Gen. Man. A. N. Sicard, Sec. & Treas. E. E. Sicard, Ch. Engr. & Elec. L. R. Robertson.

DIRECTORS.—Sam'l McLoud, A. H. Baker, E. E. Sicard, J. E. Foster, A. N. Sicard.

GENERAL OFFICE, cor. Third and A Sts.

Date of information, Mar., 1903.

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**Fort Smith & Van Buren Light & Transit Co.**—Chartered Oct. 15, 1895, in perpetuity. Annual meeting third Wednesday in Oct. The road is now operated in connection with the electric light, power and gas plants.

CAPITAL STOCK, authorized and issued, \$200,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$300,000; dated Nov. 15, 1900, due 1920; denom. \$500 and \$1,000; int. payable May and Nov., at office of St. Louis Trust Co., St. Louis, Mo., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, (electric) 4; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 3 motor cars; 150 K. W. West generator; 600 H. P. Buckeye and Russell engines; Walker motors; St. Louis, Brill and American Car Co.'s cars; St. Louis and Brill trucks.

OFFICERS.—Pres. W. C. Lemert, V. Pres. G. T. Sparks, Sec. & Gen. Man. R. G. Hunt, Elec. J. F. Johnson.

DIRECTORS.—W. C. Lemert, J. B. Gormly, Bucyrus, O.; Geo. T. Sparks, R. G. Hunt, D. Speer, Fort Smith, Ark.

GENERAL OFFICE, 508 Garrison Ave., Fort Smith, Ark.

Date of information, Mar., 1903.

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### HOT SPRINGS.

Population in 1880, 3,554, in 1890, 8,086, in 1900, 9,973.

**Hot Springs Street Railroad Co.**—This company is the successor to the Hot Springs Street R. R. Co.

CAPITAL STOCK, \$500,000, paid in \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, \$200,000, dated June 1, 1894, due 1924; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.8; gauge, 4 ft.; 48 lb. and 60 lb. T rail; 28 motor cars; Gen. Elec. dynamos and motors, American cars; power rented.

OFFICERS.—Pres. S. W. Fordyce, V. Pres. H. E. Martin, Sec., Treas. Man. & Pur. Agt. Chas. H. Weaver, Ch. Engr. & Elec. F. A. S. Williams.

GENERAL OFFICE, 615 Park Ave.

REFERENCES.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903.

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### LITTLE ROCK.

Population in 1880, 13,138, in 1890, 25,874, in 1900, 38,307.

**The Little Rock Traction & Electric Co.**—Chartered 1895, as the successor to the City Electric Ry. Co., whose property was sold Apr. 18, 1895, under foreclosure of mortgage, for \$643,000, to parties representing the bondholders. In March, 1903, this company was purchased by Isidore Newman & Sons, of New York, and consolidated with the Little Rock Edison Electric Light & Power Co., to form the Little Rock Railway & Electric Co. The officers given below are of the new company.

CAPITAL STOCK, authorized and issued, \$500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, \$450,000, issued, \$400,000, in escrow for future improvements, \$50,000 dated, June 1, 1895, due 1915; denom., \$1,000; int. payable June and Dec. at office of St. Louis Trust Co., trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, \$300,000, dated June 1, 1895, due 1915; denom. \$1,000; int. payable June and Dec.; trustee of mortgage, Old Colony Trust Co., of Boston.

NOTE.—\$300,000 of the first mortgage bonds (Nos. 1 to 300) may be called at any time after 1905 at option of company.

Second mortgage bonds may be redeemed after 5 years at 102.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T and girder rail; 5 horses; 58 motor cars and 22 trail cars; Hamilton-Corliss and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. D. H. Cantrell, V. Pres. J. F. Loughborough, Sec. H. T. Bunn, Treas. W. H. Tharp, Gen. Man. J. A. Trawick.

GENERAL OFFICE, 1000 North St., Little Rock, Ark.

NEW YORK OFFICE, Isidore Newman & Sons, 25 Broad St.

Date of information, Apr., 1903.

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### PINE BLUFF.

Population in 1900, 11,496.

**Citizens' Light & Transit Co.**—This road is under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 9 cars.

OFFICERS.—Pres. M. A. Austin, V. Pres. W. J. Galbraith, 2nd V. Pres. A. Brewster, Sec. & Treas. W. H. Langford, Man. Pur. Agt. & Ch. Elec. F. G. Schlosser.

GENERAL OFFICE, Pine Bluff, Ark.

Date of information, Mar., 1903.

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### TEXARKANA.

Population in 1880, 1,390, in 1890, 3,486, in 1900, 4,914.

**Texarkana Traction Co.**—This company has purchased the Texarkana Ry., which it is equipping electrically.

OFFICERS.—Pres. T. W. Crouch, V. Pres. M. C. Wade, Sec. W. H. Arnold, Treas. E. K. Smith, Supt. J. S. Tritle.

OFFICES, 215 Pine St., Texarkana, Ark.; 24 Laclede Building St. Louis, Mo.

Date of information, Jan., 1903.

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Please note date of information at end of each report.

**CALIFORNIA.****CORONADO.**

Population in 1900, 935.

**Coronado Railroad Co.**—This is a steam railroad company, which also operates 1.9 miles of electric railway. Electric power is obtained from the San Diego Electric Railway by cable carried under San Diego Bay.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 1.9; steam, 32; gauge, 4 ft. 8½ in.; 50 lb. T rail; 3 motor cars, 6 trail cars, 17 coaches, 50 freight cars, 5 locos; Gen. Elec. motors, Brill cars.

**OFFICERS.**—Pres. John D. Spreckels, San Francisco, Rec. & Gen. Man. W. Clayton, Supt. B. M. Warner, Elec. H. McNutt.

**DIRECTORS.**—John D. Spreckels, E. S. Babcock, W. Clayton, A. E. Babcock, C. T. Hinde.

**GENERAL OFFICE,** Coronado, Cal.

**Date of information,** Jan., 1903

**FRESNO.**

Population in 1880, 1,112, in 1890, 10,818, in 1900, 12,470.

**Fresno Railroad Co.**

**CAPITAL STOCK,** \$200,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. rail; 7 horses, 7 horse cars.

**OFFICERS.**—Pres. Dr. L. Leach, V. Pres. R. E. Hughes, Sec. N. I. Baldwin, Treas. L. Einstein.

**Date of information,** Mar., 1903.

**Fresno, Belmont & Yosemite Railroad Co.**—This road has been absorbed by the Fresno City Ry. Co.

**CAPITAL STOCK,** \$500,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. rail; 18 horses, 6 horse cars; Stockton cars.

**Date of information,** Mar., 1903.

**Fresno City Railway Co.**—This company operates the Fresno, Belmont & Yosemite R. R.

**PLANT AND EQUIPMENT.**—Miles of track 10; 12 cars.

**OFFICERS.**—Pres. H. A. Voorman, V. Pres. Pur Agt. & Treas. W. H. McKenzie, Sec. W. T. Porter, Man. W. H. McKKenzie.

**Date of information,** Mar., 1903.

**KERN.**

Population in 1900, 12,000.

**The Bakersfield & Kern Electric Railway Co.**—This company has an electric railway in operation between the Southern Pacific R. R. depot, at Kern, and the Santa Fe R. R. depot, at Bakersfield, about 8.5 miles in length. Power is furnished by the Power Development Co. from a water plant, 13 miles distant, in the Kern River Canon.

**OFFICERS.**—Pres. H. A. Blodget, V. Pres. C. N. Beal, Supt. F. T. Whorff, Audr. Jas. Goodwin.

**Date of information,** Jan., 1903.

**LOS ANGELES.**

Population in 1890, 50,395; in 1900, 102,479; in 1902 (local estimates), 125,000.

**Los Angeles Railway Co.**—Chartered Mar. 20, 1895, by the bondholders of the Los Angeles Consolidated Electric Ry. Co., as a successor to that company, which was a consolidation in 1893 of the Consolidated Electric Ry. Co., Electric Rapid Transit Co., Mateo St. & Santa Fé Ave. St. Car Co., Los Angeles & Vernon St. Ry. Co. Depot Ry. Co. of Los Angeles, Los Angeles Cable Ry. Co., Pacific Ry. Co., Elysian Park Ry. Co. On Oct. 1, 1898, the Main Street & Agricultural Park R. R. Co., the Mateo St. R.R. Co., and the Main, Fifth & San Pedro St. Ry. Co. were also consolidated with this company. In 1899, in consideration of a guarantee of its bonds, the stock of the Los Angeles & Pasadena Electric Ry. Co., was acquired by this company. In Feb. 1902, the Pacific Electric Ry. Co. secured control of the Los Angeles & Pasadena Electric Ry. Co. and the Pasadena & Mt. Lowe Ry. Co.

**Capital Stock,** authorized and issued, \$5,000,000.

**Funded Debt.**—Consolidation mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$4,809,000; coupon but may be registered; dated Oct. 1, 1898, due 1938; denom. \$1,000; int. payable Apr. & Oct. at company's office in San Francisco; trustee of mortgage Union Trust Co. of San Francisco.

| Operation.—                              | Year ending Dec. 31, 1901 | 1902.       |
|------------------------------------------|---------------------------|-------------|
| Receipts from passengers.....            | \$1,062,378               | \$1,431,480 |
| “ “ other sources.....                   | 40,297                    | 43,731      |
| “ total.....                             | 1,102,675                 | 1,475,211   |
| Operating expenses.....                  | 656,819                   | 813,068     |
| Earnings from operation.....             | 445,856                   | 662,143     |
| Deductions from earnings.                |                           |             |
| Interest on bonds.....                   | \$217,441                 | \$228,759   |
| Taxes.....                               | 25,103                    | 26,347      |
| Net income.....                          | 203,312                   | 406,937     |
| Per cent op. exp. to total receipts..... | 59.6                      | 55.1        |

**STATISTICS OF OPERATION.**

| Year ending Dec. 31,             | 1901.      | 1902.      |
|----------------------------------|------------|------------|
| Passengers carried.....          | 22,722,050 | 29,914,319 |
| Car miles run.....               | 6,319,617  | 7,177,634  |
| Total receipts per car mile..... | \$.175     | \$.205     |
| Operating expenses.....          | .104       | .113       |

**BALANCE SHEET.**

| Dated Dec. 31.                     | 1901         | 1902         |
|------------------------------------|--------------|--------------|
| <b>ASSETS.</b>                     |              |              |
| Cost of road and equipment.....    | \$9,506,398  | \$9,837,762  |
| Cash.....                          | 228,278      | 146,173      |
| Bills and accounts receivable..... | 243,295      | 638,373      |
| Material and supplies.....         | 266,217      | 41,094       |
| Other assets.....                  | 68,947       | 68,742       |
| Total.....                         | \$10,313,135 | \$10,732,144 |
| <b>LIABILITIES.</b>                |              |              |
| Capital stock.....                 | \$ 5,000,000 | \$ 5,000,000 |
| Funded debt.....                   | 4,520,000    | 4,520,000    |
| Accrued interest.....              | 56,641       | 56,504       |
| Bills and accounts payable.....    | 423,078      | 417,286      |
| Profit and loss (surplus).....     | 313,416      | 738,354      |
| Total.....                         | \$10,313,135 | \$10,732,144 |

**Plant and Equipment.**—Miles of track (electric), 99.86; gauge, 3 ft. 6 in.; 50 lb. and 60 lb. T and girder rail; 212 motor cars; 16 trail cars, 3,250 H. P. station plant; G. S. & M. I. W. engines, Stirling boilers, Gen. Elec. & West. dynamos and motors, Brill, Stockton, C. H. & A. and St. Louis cars.

**Officers.**—Pres. H. E. Huntington, 1st V. Pres. Ch. de Guigné, 2d V. Pres. C. W. Smith, Sec. E. B. Holladay, Treas. I. W. Hellman, Audr. C. A. Henderson, Gen. Man. J. A. Muir, Supt. John J. Akin, Ch. Engr. Geo. J. Kuhrt, Ch. Elec. J. L. Clarke, Mast. Car Builder. E. L. Stephens, Supt. Power House J. R. Atchison, Cons. Elec. Engr. R. S. Masson.

**Directors.**—A. Borel, H. E. Huntington, I. W. Hellman, Ch. de Guigne, E. Burke Holliday, J. A. Muir, Howard E. Huntington.

**General Office,** 609 S. Main St., Los Angeles, Cal.

**References.**—Description of road, Vol. XVII, June 1, '01, p. 642 (ill.).

**Date of information,** Mar., 1903.

**Los Angeles-Pacific Railroad Co.**—This company is a consolidation under the laws of California of the Pasadena & Pacific Ry. Co. of Arizona, and the Pasadena & Pacific Ry. Co. of California.

**Capital Stock,** authorized and issued, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; dated 1898; due 1928, denom. \$1,000; int. payable July and Dec.

First consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; dated 1901, due 1931; int. payable Apr. and Oct.

**Plant and Equipment.**—Miles of track, 144, electric 132, steam 7, horse 5; gauge, 3 ft. 6 in.; 50 lb. to 62 lb. T rail; 160 cars, of which 77 are motor cars with West. motors, 83 coaches and miscellaneous cars; 1850 H. P. West. generators, Hamilton Corliss and Ball & Wood engines, 1800 H. P.; American, Hammond, Brill and Pullman cars.

**Officers.**—Pres. & Gen. Man. E. P. Clark, V. Pres. M. H. Sherman, Sec. A. I. Smith, Treas. M. E. Hammond, Supt. W. D. Larrabee.

**General Office,** 316 W. 4th St., Los Angeles, Cal.

**Date of information,** Mar., 1903.

**Los Angeles Traction Co.**—Chartered Feb. 25, 1895. Annual meeting in Feb. Operation commenced Sept. 1, 1895.

**Capital Stock,** authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$250,000; dated May 1, 1895, due 1915; denom. \$1,000; int. payable May and Nov., at Chase National Bank, New York; Union Trust Co., of St. Louis, trustee of mortgage.

Please note date of information at end of each report.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, \$250,000; dated Dec. 1, 1898, due 1938; denom. \$1,000; int. payable June and Dec., at Chase National Bank, New York; St. Louis Trust Co., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 26; gauge, 3 ft. 5 in.; 60 lb. and 70 lb. Shanghai rail; 46 cars, of which 40 are motor cars and 6 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

**Officers.**—Pres. T. J. Hook, V. Pres., Treas. & Gen. Man. W. S. Hook, Supt. S. B. McLenegan, Ch. Engr. S. D. Taylor.

**General Office,** Los Angeles, Cal.

Date of information, Jan., 1903.

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**Pacific Electric Railway Co.**—Chartered in 1901. This company is a consolidation of the Los Angeles & Pasadena Electric Ry. Co., the Pasadena & Mt. Lowe Ry. Co., the Pacific Electric Ry. Co. of Arizona, the Temple Street Cable Ry. Co., the East Ninth Street Ry. Co., the Brooklyn Avenue Ry. Co., and the Santa Ana & Orange Motor Co., and controls the Riverside & Arlington Ry.

**Capital Stock,** authorized, \$10,000,000, issued, \$4,520,000; par value, \$100 per share.

**Funded Debt.**—Consolidation mortgage 5 p. c. gold coupon bonds, authorized, \$10,000,000, issued, \$3,555,000; dated Jan. 1, 1902, due 1942; denom. \$1,000; int. payable Jan. and July, at office of Union Trust Co., San Francisco, Cal., trustee of mortgage.

Los Angeles & Pasadena Electric Ry. Co.'s 5 p. c. gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated Jan. 1, 1898, due 1928; denom. \$1,000; int. payable Jan. and July, at Illinois Trust & Savings Bank, Chicago, trustee of mortgage, or Chase National Bank, New York. These bonds may be called for payment after Jan. 1, 1908, at 105.

Pasadena & Mt. Lowe Ry. Co.'s first mortgage, 4 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated June 1, 1900, due 1930; denom. \$1,000; int. payable June and Dec. at office of Union Trust Co., San Francisco, Cal., trustee of mortgage. These bonds may be called for payment after 1910 at 104 and accrued interest.

**Note.**—The company has reserved an amount of the consolidation mortgage bonds sufficient to retire all underlying bonds. The mortgage provides for a sinking fund of \$5,000 per annum from Jan. 1, 1907 to 1912; \$10,000 per annum to Jan. 1, 1917; \$15,000 per annum to Jan. 1, 1922; \$20,000 per annum to Jan. 1, 1927; \$25,000 per annum to Jan. 1, 1932; \$30,000 per annum to Jan. 1, 1937; \$35,000 annually thereafter.

**Plant and Equipment.**—Miles of track (electric) built or building, 452.

**Officers.**—Pres. H. E. Huntington, V. Pres. & Man. Epes Randolph, Treas. I. W. Hellman, Ch. Engr. Geo. E. Pillsbury, Mech. Supt. Wm. Jennings, Ch. Elcnn. S. H. Anderson, Audr. S. C. Baxter, Man. & Supt. Pasadena lines. W. H. Smith, Asst. to Man. Howard E. Huntington, Supt. Long Beach Div. F. Van. Vranken, Supt. Power Dept. J. R. Atchison, Supt. Mech. Dept. C. E. Donnatin, Cons. Elec. Engr. R. S. Masson.

**REFERENCES.**—Description of road, Vol. XX, Aug. 23, '02, p. 246, (ill.)

Date of information, Mar., 1903.

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**Los Angeles & Redondo Railway Co.**—This company has changed its road from a steam road to an electric road.

**Capital Stock,** authorized and issued, \$500,000; par value \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$495,000; dated Jan. 15, 1902, due 1932; int. payable Jan. and July, at office of Union Trust Co., San Francisco, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric) 42; gauge 3 ft. 6 in.; 19 cars, 43 flat cars, 16 box cars, 1 oil tank car, 4 locos.

**Officers.**—Pres. L. T. Garnsey, Los Angeles, V. Pres. Percy T. Morgan, San Francisco, Cal.; Sec., Treas. & Gen. Man. H. B. Ainsworth, Redondo, Cal.; Supt. L. J. Perry, Redondo, Cal.; Elec. Engr. L. B. Pemberton, Redondo, Cal.; Foreman, H. J. Day.

**General Office,** Redondo, Cal.

Date of information, Mar., 1903.

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## MARYSVILLE.

Population in 1880, 4,321, in 1890, 3,936, in 1900, 4,000.

**Marysville & Yuba City Street Railroad Co.**

**CAPITAL STOCK,** authorized, \$50,000, issued, \$20,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 16 lb. steel T rail; 14 mules, 7 horse cars; Stockton cars.

**OFFICERS.**—Pres. Supt. & Pur. Agt. A. C. Bingham, V. Pres. S. H. Bradley, Sec. H. B. P. Carden.

**GENERAL OFFICE,** 208 C St.

Date of information, Feb., 1903.

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## MONTEREY.

Population in 1880, 1,396, in 1890, 1,662, in 1900, 1,748.

**Monterey & Pacific Grove Street Railway & Electric Power Co.**—Chartered Aug. 12, 1890, for fifty years. Annual meeting in June.

**CAPITAL STOCK,** authorized, \$180,000, issued, \$99,000; par value, \$30 per share.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 3 ft. 6 in.; 20 lb. T rail; 11 cars, Fitzgerald cars.

**OFFICERS.**—Pres. O. Z. Hubbell, V. Pres. & Supt. Geo. E. Somurindyck, Sec. & Treas. R. C. P. Smith, Elec. Engr. J. B. Funk, Ch. Engr. of Power Sta. J. E. De Groot.

**DIRECTORS.**—O. Z. Hubbell, Jno. M. Gardiner, M. V. McQuigg, Geo. E. Somurindyck, R. C. P. Smith.

Date of information, Feb., 1903.

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## NEVADA CITY.

Population 1890, 2,524, 1900, 3,250.

**Nevada County Traction Co.**—This company will build an electric railway from Grass Valley to Nevada City.

**FUNDED DEBT.**—First mortgage bonds, \$100,000; Mercantile Trust Co. of Los Angeles, trustee of mortgage.

**OFFICERS.**—Supt. C. C. Skewes.

Date of information, Feb., 1902.

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## OAKLAND.

Population in 1890, 48,682, in 1900, 66,690, in 1902, (local estimate) 82,974.

**Oakland Transit Consolidated Co.**—Chartered Mar. 29, 1902, for 40 years. Annual meeting fourth Friday in Mar. This is a consolidation, formed Mar. 29, 1902, of the Oakland Transit Co. and the Oakland, San Leandro & Haywards Electric Railway, consolidated.

**CAPITAL STOCK,** authorized and issued, \$6,900,000.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold bonds, authorized, \$6,500,000, issued, \$933,000 in escrow, \$3,500,000, in treasury, \$2,067,000; coupon, but may be registered; dated July 1, 1902, due 1932; denom. \$1,000; int. payable Jan. and July, at Wells, Fargo & Co's Bank, New York and San Francisco; Union Trust Co., San Francisco, trustee of mortgage.

Oakland Transit Co.'s first consolidated mortgage 6 p. c. gold bonds, authorized and issued, \$1,400,000; coupon, but may be registered; dated July 7, 1898, due 1918; int. payable Jan. and July, in New York, or at California Safe Deposit & Trust Co., trustee of mortgage. These bonds are not subject to call.

Oakland Transit Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued, \$1,585,000; coupon, but may be registered; denom. \$1,000; dated July 1, 1901, due 1931; int. payable Jan. and July, at New York, San Francisco and Oakland; Mercantile Trust Co., San Francisco, Cal., trustee of mortgage.

Oakland R. R. Co.'s first mortgage 6 p. c. bonds, authorized, \$125,000, issued, \$15,000; dated June 1883, due 1903; Volney D. Moody and B. F. Mann, trustees.

Oakland, San Leandro & Haywards Electric Ry. Co.'s first mortgage 6 p. c. gold sinking fund bonds, \$250,000; dated Mar. 1, 1892, due 1922; denom. \$1,000; int. payable Mar. and Sept., by check; California Title Insurance & Trust Co., trustee of mortgage.

Twenty-Third Avenue first mortgage 6 p. c. gold sinking fund bonds, \$25,000; dated Mar. 1, 1893, due 1923; denom. \$1,000; int. payable Mar. and Sept., by check; California Title Insurance & Trust Co., trustee of mortgage.

**NOTE.**—\$3,500,000 of the first consolidated mortgage are reserved to retire prior liens and for extensions and improvements. This mortgage provides for a sinking fund, to commence in 1903, and to range from \$10,000 to \$250,000 per year. At maturity, the sinking fund will be used to retire \$4,000,000 bonds.

\$1,415,000 of the Oakland Transit Co.'s bonds are reserved to retire underlying bonds at maturity. In 1912 a sinking fund will commence for the purpose of retiring or providing for \$2,020,000 of the bonds on or before maturity.

**OPERATION.**—Year ending Dec. 31, 1902.

|                               |           |
|-------------------------------|-----------|
| Receipts from passengers..... | \$929,696 |
| "    "    other sources.....  | 16,169    |
| "    total.....               | 945,865   |
| Operating expenses.....       | 550,345   |
| Earnings from operation.....  | 395,520   |
| Deductions from earnings      |           |
| Interest.....                 | 213,592   |
| Taxes.....                    | 33,236    |
| Net income.....               | \$148,692 |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1902.

|                                      |            |
|--------------------------------------|------------|
| Passengers carried.....              | 17,880,662 |
| Transfers.....                       | 4,767,061  |
| Passenger car miles run.....         | 5,449,713  |
| Freight car miles.....               | 38,619     |
| Total receipts per car mile.....     | \$.172     |
| Operating expenses per car mile..... | .100       |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 122.8, gauge, 4 ft. 8½ in. and 3 ft. 6 in.; 40 lb., 62 and 70 lb. rail; 138 motor cars, 1 horse car, 5 trail cars, 15 other cars; 2500 H. P. station plant; Buckeye, Ball and S. F. Tool Co. engines; Bullock, Walker and Gen Elec. dynamos; Gen. Elec. and West. motors; Carter, Hammond and Ingle & Atkinson cars, Brill, Peckham and Taylor trucks.

**OFFICERS.**—Pres. E. A. Heron, Oakland, Cal.; 1st V. Pres. W. H. Martin, San Francisco, 2nd V. Pres. W. F. Kelley, Sec. Samuel J. Taylor, Asst. Sec. Frank W. Frost, Treas. F. C. Havens, Asst. Gen. Man. J. Q. Brown, Supt. Jas. P. Potter, Civil Engr. Edw. M. Boggs, Sta. Engr. F. C. Nelson.

**DIRECTORS.**—E. A. Heron, F. C. Havens, W. H. Martin, Samuel J. Taylor, W. F. Kelley, J. C. Winans, F. M. Smith.

**GENERAL OFFICE,** 708 San Pablo Ave., Oakland, Cal.

Date of information, Mar., 1903. z

**Oakland Transit Co.**—Chartered in Mar., 1898. This is a consolidation of the Oakland Consolidated Street Ry. Co., the Central Avenue Ry. Co., the Alameda, Oakland & Piedmont Electric R. R. Co., the Piedmont & Mountain View Ry. Co., the East Oakland Street Ry. Co., the California Ry. and the Highland Park & Fruitvale Railroad. On Feb. 20, 1901, this company purchased a controlling interest in the Oakland R. R. Co. On Mar. 29, 1902, this company and the Oakland, San Leandro & Haywards Railway, Consolidated, were consolidated into the Oakland Transit Consolidated Co.

Date of information, Mar., 1903. z

**Oakland, San Leandro & Haywards Railway, Consolidated.**—Chartered May 8, 1894, for 50 years. Annual meeting third Saturday in July. This is a consolidation (May 8, 1894), of the Oakland, San Leandro & Haywards Electric Ry. and the Twenty-third Avenue Electric Ry. On Mar. 29, 1902, this company and the Oakland Transit Co. were consolidated into the Oakland Transit Consolidated Co.

Date of information, Mar., 1903. z

## ONTARIO.

Population in 1894 (local estimates), 2,500; in 1900 (local estimates), 4,000.

**Ontario & San Antonio Heights Railway Co.**—Chartered Sept. 8, 1888. This road is operated by the Ontario Electric Co. The light company owns water powers. Wm. G. Kerchhoff, Los Angeles, is owner and trustee of all railway stock.

**CAPITAL STOCK,** authorized and issued, \$150,000, par value, \$30 per share.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 30 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stockton cars.

**OFFICERS.**—Pres. —, V. Pres. & Gen. Man. C. Frankish, Sec. A. T. Burd, Treas. First National Bank, Ontario; Ch. Elecn. F. J. Page.

**DIRECTORS.**—D. Elcoat, G. T. Stamm, F. B. Stamm, R. M. Frankish, Charles Frankish.

**GENERAL OFFICE,** Ontario, Cal.

**REFERENCE.**—Description of park (brief) Vol. XVII, June 1, '01 p. 665.

Date of information, Jan., 1903. d

## PASADENA.

Population in 1880, 391, in 1890, 5,000, in 1900, 12,000.

**Pasadena & Mt. Lowe Railway Co.**—This company is the successor, by purchase, to the Pasadena & Mt. Wilson Ry. Co. This road is now a part of the Pacific Electric Ry. system.

**OFFICERS.**—Pres. H. E. Huntington, V. Pres. Ch. de Guigne, Sec. E. B. Holliday, Treas. I. W. Hellman, Gen. Man. allied lines Epes Randolph, Man. W. H. Smith, Audr. S. C. Baxter, Supt. of Trans. F. H. Jones, Ch. Engr. G. E. Pillsbury, Ch. Elecn. S. H. Anderson, Mast. Mech. Wm. Jennings.

**GENERAL OFFICE,** Los Angeles R. R. Co., Los Angeles, Cal.

Date of information, Mar., 1903. z

## PASO ROBLES.

Population in 1900, 1,224.

**Paso Robles Street Car Co.**—Proprietors, Benham & Prime. **PLANT AND EQUIPMENT.**—Miles of track, (horse) 2.5; gauge 3 ft. 3 cars.

**OFFICERS.**—Sec., Treas., Pur Agt. & Supt. M. S. Prime.

Date of information, July, 1902. d

## PETALUMA.

Population about 4,000.

**Petaluma Street R. R. Co.**—The properties of this company were sold at foreclosure sale in 1900 to the Wickersham Banking Co., The road is now owned and managed by Thomas Maclay.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 cars, 4 horses.

Date of information, Mar., 1903. z

## REDLANDS.

Population in 1890, 1,904, in 1903 (local estimates), 7,000.

**Redlands Street Railway Co.** County franchise granted Apr., 1888, for 50 years. City franchise for extension granted May, 1899. Annual meeting first Tuesday in Jan.

**CAPITAL STOCK,** authorized and issued, \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$50,000; dated Aug. 1, 1899, due 1919; subject to call after five years at 105; denom. \$1,000, \$500 and \$100; int. payable Aug. and Feb., at First National Bank, Redlands; Title Insurance & Trust Co., Los Angeles, Cal., trustee of mortgage.

Second mortgage 5 p. c. gold coupon bonds, authorized, \$150,000, issued, \$84,000; in escrow, \$50,000, in treasury, \$16,000; dated Sept. 1, 1901, due 1931; denom. \$1,000 and \$500; int. payable Mar. and Sept., at First National Bank, Redlands; Title Insurance & Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 45 lb., 50 lb. 56 lb. and 60 lb. T rail; 6 motor cars, 1 horse car; Gen. Elec. and West dynamos and motors; Brill cars and trucks.

**OFFICERS.**—Pres. Henry Fisher, V. Pres. & Gen. Man. C. W. A. Cartledge, Sec. J. H. Fisher, Treas. First National Bank, M. M., J. J. Swarts.

**DIRECTORS.**—H. Fisher, Geo. B. Ellis, C. W. A. Cartledge, J. H. Fisher, A. C. Denman, Jr.

**GENERAL OFFICE,** 16 West State St., Redlands, Cal.

Date of information, Mar., 1903. z

## RIVERSIDE.

Population in 1900, 8,000, in 1903, (local estimates) 10,000.

**Riverside & Arlington Railway Co.**

**CAPITAL STOCK,** authorized, \$250,000, issued, \$55,000.

**FUNDED DEBT.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 5 motor cars.

**OFFICERS.**—Pres. George Frost, V. Pres. W. A. Hayt, Sec. & Man. F. A. Miller, Treas. A. S. White, Supt. M. P. Grotholdt, Ch. Engr. G. O. Newman.

**GENERAL OFFICE,** cor. Main & 7th Sts.

Date of information, Mar., 1903. z

## SACRAMENTO.

Population in 1880, 21,420, in 1890, 26,386, in 1900, 29,282.

**Sacramento Electric, Gas & Railway Co.**—Chartered Apr. 4, 1896, as a consolidation of the Sacramento Electric Power & Light Co., and the Folsom Water Power Co. Annual meeting fourth Thursday in Jan. This company also owns the capital stock of the Capital Gas Co.

**CAPITAL STOCK,** authorized and issued, \$2,500,000; outstanding Jan. 31, 1901, \$1,858,400; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$1,980,000; in escrow to retire prior lien, \$265,000; in treasury for improvements, \$400,000; coupon, but may be registered; dated Nov. 1, 1897, due 1927; denom. \$1,000; int. payable at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage, or at office of Union Trust Co. of New York.

Central Electric Railway Co.'s first mortgage 6 p. c. gold bonds, authorized, \$400,000; issued \$265,000; coupon, but may be registered; dated June 1, 1892, due 1912; \$25,000 due yearly to June 1, 1921; denom. \$500 and \$1,000; int. payable July and Dec., at office of California Safe Deposit & Trust Co., trustee of mortgage, or Union Trust Co., New York.

**FRANCHISES.**—Municipal franchises will expire Oct. 6, 1924.

Please note date of information at end of each report.

OPERATION.—Includes the operation of the electric lighting and power plants for the years ending Jan. 31,

|                                                                                         | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|
| Gross receipts.....                                                                     | \$219,589 | \$333,820 | \$376,970 | \$419,781 |
| Op. exp. including taxes....                                                            | 174,567   | 158,925   | 173,398   | 195,266   |
| Earnings from operation....                                                             | 105,022   | 174,895   | 203,572   | 224,515   |
| Deductions from earnings.                                                               |           |           |           |           |
| Interest on bonds.....                                                                  | 110,115   | 110,115   | 107,186   | 113,541   |
| Net income.....                                                                         | *5,093    | 64,780    | 96,386    | 110,974   |
| Dividends (monthly, beginning Jan. 1, 1901), 1½ p. c....                                |           |           | 2,776     | 36,104    |
| To surplus account.....                                                                 | *5,093    | 64,782    | 190,404   | 74,870    |
| Total surplus account.....                                                              | *21,743   | 135,137   | 125,541   | 190,809   |
| *Deficit.                                                                               |           |           |           |           |
| †After charging off \$7,900 to account of profit and loss; in 1900 and \$3,206 in 1901. |           |           |           |           |

BALANCE SHEET.—Dated Jan. 31,

| ASSETS.                              | 1900.       | 1901.       | 1902.       |
|--------------------------------------|-------------|-------------|-------------|
| Cost of properties and equipment...  | \$2,897,727 |             |             |
| Water rights and rights of way....   |             | \$ 668,360  | \$ 668,360  |
| Real estate and hydraulic works....  |             | 1,330,698   | 1,340,166   |
| Generating and transmitting system.  |             | 389,315     | 404,074     |
| Distributing system (Sacramento) ..  |             | 369,677     | 379,811     |
| Railway system.....                  |             | 878,694     | 902,131     |
| Stock returned to treasury.....      |             | 649,400     | 711,500     |
| Cost of franchises and licenses..... | 19,450      | 19,450      | 19,450      |
| Stock and bonds of other companies.  | 266,186     | 427,625     | 372,792     |
| Bills and accounts receivable.....   | 36,522      | 36,459      | 25,455      |
| Cash.....                            | 13,775      | 21,209      | 27,701      |
| Contingent fund.....                 | 1,700       |             |             |
| Material and supplies.....           | 13,527      | 14,304      | 22,692      |
| Total.....                           | \$3,248,887 | \$4,805,191 | \$4,874,133 |
| LIABILITIES.                         |             |             |             |
| Capital stock.....                   | \$1,020,050 | \$2,500,000 | \$2,500,000 |
| Funded debt.....                     | 2,100,000   | 2,100,000   | 2,100,000   |
| Bills and accounts payable.....      | 67,954      | 54,863      | 58,536      |
| Accrued interest.....                | 24,746      | 24,787      | 24,788      |
| Profit and loss (surplus).....       | 35,137      | 125,541     | 190,809     |
| Total.....                           | \$3,248,887 | \$4,805,191 | \$4,874,133 |

NOTE.—The company operates its entire plant by water power at Folsom, 24 miles from Sacramento, and has a contract for supplementary power, when required, with the Yuba Electric Power Co. to the extent of 5000 H. P.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5, gauge, 4 ft. 8½ in.; 56 lb. combination rail; 40 motor cars; 5000 H. P. of station plant, (auxiliary); Gen. Elec. dynamos, Gen. Elec. and Sprague motors; various cars, Brill trucks; water power.

OFFICERS.—Pres. & Gen. Man. Albert Gallatin, V. Pres. Alex McCallum, Sec. & Treas. Albert Gallatin, Jr., Supt. F. A. Ross, Pur. Agt. W. L. Rennie, Elec. & Ch. Engr. of Power Station C. W. Hutton, Ch. Engr. C. L. Knight.

DIRECTORS.—Albert Gallatin, Thomas Addison, Chas. R. Lloyd, Alex McCallum, J. B. Wright.

GENERAL OFFICE, 2d and J Sts., Sacramento, Cal. San Francisco office, Claus Spreckels Bldg.

Date of information, Jan., 1903.

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### SAN BERNARDINO.

Population in 1890, 4,012, in 1900, 9,000, in 1903, (local estimates) 11,000.

San Bernardino Valley Traction Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge 4 ft. 8½ in.; 9 cars.

OFFICERS.—Pres. Henry Fisher, Redlands, Cal.; V. Pres., Gen. Man. & Pur. Agt. A. C. Denman, Jr., San Bernardino, Sec. John H. Fisher, Treas. San Bernardino National Bank.

GENERAL OFFICE, San Bernardino, Cal.

Date of information, Mar., 1903.

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### SAN DIEGO.

Population in 1880, 2,637, in 1890, 16,159, in 1900, 17,700.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891, and the property of the Citizens' Traction Co. sold under foreclosure in Feb., 1898. This company now controls the San Diego & Coronado Ferry Co. and the Coronado Railroad.

CAPITAL STOCK, authorized and issued, \$500,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 20 motor cars and 2 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill, American and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. & Treas. J. A. Flint, Gen. Man. W. Clayton, Supt. B. M. Warner, Ch. Engr. of Power Station H. S. Taylor, Ch. Elec. & Mast. Mech. H. MacNutt.

GENERAL OFFICE, E and Arctic Sts.

Date of information, Mar., 1903.

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### SAN FRANCISCO.

The population in 1880 was 233,959, in 1890, 298,997, in 1900, 342,782. The total population served in the city and suburbs is approximately 375,000.

California Street Cable Railroad Co.—Chartered 1884. Annual meeting second Wednesday in July.

Capital Stock, authorized and issued, \$1,000,000; par value, \$100 per share. Dividends 50 cents a month.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, \$900,000; due 1915; int. payable, Jan. and July.

Plant and Equipment.—Miles of track (cable), 11.5; gauge, 3 ft. 6 in.; 38 lb. T rail; 60 grip cars; Hammond cars, Union I. W. engines.

Officers.—Pres. J. B. Stetson, V. Pres. Antoine Borel, Sec. W. E. Griffith, Treas. A. Borel & Co., Audr. C. R. Winslow, Gen. Man., Supt. & Pur. Agt. J. W. Harris, Ch. Engr. & Ch. Engr. of Power Station A. D. McLean.

General Office, California and Hyde Sts., San Francisco, Cal.

Date of information Mar., 1903.

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Geary Street, Park & Ocean Railroad Co.—Chartered Nov., 1878. Annual meeting first Wednesday after second Tuesday in Apr.

Capital Stock, authorized and issued, \$1,000,000; par value, \$100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, \$1,000,000, issued, \$671,000; due 1921; int. payable Apr. and Oct.

Plant and Equipment.—Miles of track (cable), 7.67; gauge, 4 ft. 8½ in.; 72 lb. girder rail; 70 cars, of which 30 are grip cars, 10 are combination cars and 30 trail cars; Union I. W. engines.

Officers.—Pres. Horace G. Platt, V. Pres. A. Grant, Sec. R. Derby, Treas. E. C. Wright, Gen. Man. A. D. Shepard, Supt. Geo. A. Grimes.

Reference.—Report on electrical equipment, Vol. XVIII, Jan. 4, '02, p. 54.

General Office, Crocker Bldg. San Francisco, Cal.

Date of information, Jan., 1903.

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United Railroads of San Francisco.—This company was formed in Mar., 1902, as a consolidation of all the street railways of San Francisco, with the exception of the lines on California, Geary and Union streets. The transfer of the various properties was effected by the formation of the United Railways Investment Co., of San Francisco, which was organized under the laws of New Jersey, and has accomplished all of the financial arrangements resulting in the consolidation. According to the method adopted, the San Francisco operating company in payment for the shares of the consolidating interests issues \$20,000,000 of its bonds, the remainder being reserved for acquiring minority shares and future betterments. The capital stock of the operating company goes intact to the New Jersey corporation, which in turn issues stock of \$25,000,000, \$15,000,000 of which is 5 p. c., cumulative, preferred, retireable at 110, and \$10,000,000 common stock.

Capital Stock.—Common, \$20,000,000; 4 p. c. and not more, cumulative, preferred as to dividends and capital, \$20,000,000.

Funded Debt.—General first mortgage 4 p. c. 25-year gold bonds, \$35,275,000; reserved for underlying liens (\$14,591,000, less \$4,725,000, to be discharged by operation of sinking funds under existing mortgages) and future betterments improvements and acquisitions, \$15,275,000; to be issued in part payment for the stocks of the general companies and for \$1,600,000 cash to be used for the betterments and improvements, \$20,000,000.

| Operation.—Year ending Dec. 31, | 1901.       | 1902.       |
|---------------------------------|-------------|-------------|
| Receipts from passengers.....   | \$5,125,883 | \$5,553,904 |
| “ “ other sources.....          | 17,230      | 31,312      |
| “ total.....                    | 5,143,113   | 5,585,216   |
| Operating expenses.....         | 3,059,958   | 3,274,129   |
| Earnings from operation.....    | \$2,083,155 | \$2,291,087 |

Please note date of information at end of each report.



**Balance Sheet.**—Dated June 30, 1902.

| ASSETS.                                                                                                   |                     |
|-----------------------------------------------------------------------------------------------------------|---------------------|
| Railroads, properties and franchises.....                                                                 | \$71,736,524        |
| Additions and betterments to property.....                                                                | 312,718             |
| Market Street Railway Co. five per cent bonds, in treasury                                                | 1,500,000           |
| Mortgage sinking funds invested.....                                                                      | 653,642             |
| Fund for improvements and betterments.....                                                                | 1,600,000           |
| Sinking fund 4 p. c. gold bonds reserved.....                                                             | 15,275,000          |
| Special deposits for purchase of outstanding stocks of<br>Market Street, Sutter and Sutro Companies.....  | 96,270              |
| Materials and supplies.....                                                                               | 344,842             |
| Current assets.....                                                                                       | 608,021             |
| Premiums paid, not accrued.....                                                                           | 11,808              |
| Coupons paid, not matured.....                                                                            | 75                  |
| <b>Total.....</b>                                                                                         | <b>\$92,138,901</b> |
| LIABILITIES.                                                                                              |                     |
| Capital stock.....                                                                                        | \$40,000,000        |
| Sinking funds four per cent gold bonds.....                                                               | 35,275,000          |
| Total underlying bonds, assumed.....                                                                      | 14,591,000          |
| *Constituent companies. Liability to outstanding stocks<br>of Market St., Sutter and Sutro Companies..... | 96,270              |
| Current liabilities.....                                                                                  | 504,615             |
| Interest on bonds, accrued not due.....                                                                   | 351,017             |
| Taxes accrued, not due.....                                                                               | 182,874             |
| Sinking funds, accrued, not due.....                                                                      | 82,000              |
| Reserve for mortgage sinking fund.....                                                                    | 674,384             |
| Reserve for insurance.....                                                                                | 158,238             |
| Profit and loss (surplus).....                                                                            | 223,503             |
| <b>Total.....</b>                                                                                         | <b>\$92,138,901</b> |

\*In the purchase of the several constituent railroads the United Railroads of San Francisco set aside in cash the above sum of \$96,270, which is the pro rata part of the purchase money for the unacquired capital stock of the constituent companies. The United Railroads of San Francisco is also nominally indebted to the constituent companies for the pro rata part of the purchase money accruing to it as the holder of the acquired stock. These liabilities have not been cancelled and are as follows.

|                                                           |              |
|-----------------------------------------------------------|--------------|
| To the Market Street Railway Co.....                      | \$18,541,250 |
| To the Sutter Street Railway Co.....                      | 2,674,880    |
| To the Sutro Railroad Co.....                             | 225,080      |
| To the San Francisco & San Mateo Electric Railway Co..... | 1,650,000    |

Total.....\$23,091,810

As they do not represent an actual liability, or an actual asset, these items have been omitted from both sides of this general balance sheet in order to show the true financial condition of the company.

**Plant and Equipment.**—Miles of track, 243.56, of which 175.25 are electric, 56.27 cable, 3.94 horse, 8.10 steam; gauge 3 ft.; 3 ft. 6 in.; 4 ft. 8½ in.; 5 ft.; 37 lb. to 72 lb. rail; 889 cars, of which 414 are motor cars, 376 cable cars, 10 horse cars, 65 dummies, 24 trail cars.

**Officers.**—Pres. Arthur Holland, V. Pres. Chas. Holbrook, Sec. Geo. B. Willcutt, Treas. Geo. E. Starr, Gen. Man. Geo. F. Chapman.

**Directors.**—Jas. M. Duane, New York; Arthur Holland, Chas. Holbrook, I. W. Hellman, Alex. B. Williamson, Jos. S. Tobin, William Alvord, Chas. P. Eells, Antoine Borel.

**General Office,** Rialto Bldg., San Francisco, Cal.

**New York Office,** care Brown Bros & Co., 59 Wall St.

Date of information, Mar., 1903.

For map of system see inset between pages 12 and 13.

**Market Street Railway Co.**—Chartered 1893. This is a consolidation of the following companies:

|                                           |         |      |
|-------------------------------------------|---------|------|
| Central R. R. Co.....                     | Incorp. | 1862 |
| North Beach & Mission Ry. Co.....         | "       | 1862 |
| City R. R. Co.....                        | "       | 1863 |
| Potrero & Bay View R. R. Co.....          | "       | 1866 |
| Market St. Cable Ry. Co.....              | "       | 1882 |
| Park & Ocean R. R. Co.....                | "       | 1883 |
| Ocean Beach Ry. Co.....                   | "       | 1885 |
| Southern Heights & Visitacion Ry. Co..... | "       | 1892 |
| Ferries & Cliff House Ry. Co.....         | "       | 1887 |
| Omnibus Cable Co.....                     | "       | 1888 |
| Market St. & Fairmount Ry. Co.....        | "       | 1886 |
| *Metropolitan Ry. Co.....                 | "       | 1891 |

\*The ownership of the Metropolitan Ry. has since been acquired.

This company is controlled by the United Railroads of San Francisco.

**Capital Stock,** authorized, \$18,750,000, issued, \$18,617,000; par value, \$100 per share.

**Funded Debt.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$17,500,000, issued, \$6,641,000; dated Sept. 1, 1894, due 1924; denom. \$1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Market St. Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, \$3,000,000; dated Jan. 1, 1883, due 1913; denom. \$1,000; int. payable Jan. and July, at office of the company and of Southern

Pacific Co., in New York; trustees of mortgage, J. O'B. Gunn and Union Trust Co., of San Francisco.

Omnibus Cable Co.'s first mortgage 6 p. c. bonds, \$2,000,000; dated Apr. 2, 1888, due 1918; denom. \$1,000; int. payable Apr. and Oct., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co.

Park & Cliff House Co.'s first mortgage 6 p. c. bonds, \$350,000; dated Dec. 31, 1887, due 1913; denom. \$1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Powell St. Ry. Co.'s first mortgage 6 p. c. bonds, \$700,000; dated Mar. 1, 1887, due 1912; denom. \$1,000; int. payable Mar. and Sept. at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Park & Ocean R. R. Co.'s first mortgage 6 p. c. bonds, \$250,000; dated Jan. 1, 1884, due 1914; denom. \$1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, C. E. Green, and Union Trust Co. of San Francisco.

Ferries & Cliff House Ry. Co.'s first mortgage 6 p. c. bonds, \$650,000; dated Mar. 1, 1889, due 1914; denom. \$1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

**Officers.**—Pres. Wm. M. Abbott, Sec. A. K. Stevens, Treas. Geo. E. Starr.

**Directors.**—Wm. M. Abbott, Geo. E. Starr, A. K. Stevens, Geo. K. Ford, Chas. P. Gale.

**General Office,** Rialto Bldg., San Francisco.

**References.**—Low fares fight, Vol. XVI, May 12, '00, p. 492; Supreme Court on transfer ordinance, Vol. XVI, July 14, '00, p. 666; description of road, Vol. XVII, Mar. 2, '01, p. 267 (ill.); notes on system, Vol. XVII, May 4, '01, p. 512 (ill.); observation car, Vol. XVII, May 25, '01, p. 611 (ill.); operating detail, Vol. XVIII, Jan. 4, '02, p. 25 (ill.).

Date of information, Jan., 1903.

For map of system see inset between pages 12 and 13.

**Presidio & Ferries Railroad Co.**—Chartered Jan., 6, 1882. Annual meeting fourth Friday in Jan.

**Capital Stock,** authorized and issued, \$1,000,000; par value, \$100 per share.

**Funded Debt,** authorized, \$250,000, issued, \$150,000.

**Plant and Equipment.**—Miles of track, 11.5; operated by cable, 7.5, by horses, 2, by steam, 2; gauge, 5 ft.; 40 lb. to 60 lb. center bearing rail; 30 horses; 15 horse cars and 45 grip cars.

**Officers.**—Pres. G. A. Newhall, V. Pres. H. M. A. Miller, Sec. John B. Leighton, Treas. W. J. Dutton, Supt. I. F. Kydd, Ch. Engr. F. Kinsman.

**General Office,** 1111 Union St., San Francisco, Cal.

Date of information, Jan., 1903.

**San Francisco & San Mateo Electric Railway Co.**—Chartered in 1896, as the successor to the San Francisco & San Mateo Ry. Co., whose property was sold on Apr. 11, 1896, under foreclosure of mortgage.

**Capital Stock.**—Owned by the United Railroads of San Francisco.

**Funded Debt.**—None.

**Officers.**—Pres. Wm. M. Abbott, Sec. A. K. Stevens, Treas. George E. Starr.

**Directors.**—Wm. M. Abbott, A. K. Stevens, George K. Ford, Chas. P. Gale, George E. Starr.

**General Office.**—Rialto Bldg., San Francisco, Cal.

Date of information, Jan., 1903.

**Sutter Street Railway Co.**—Chartered, Nov., 1879, for 50 years. Annual meeting second Monday in June. This company's capital stock and property are owned in part by the United Railroads of San Francisco.

**Capital Stock,** authorized and issued, \$2,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, and issued, \$1,000,000, dated May 1, 1888, due 1918; denom. \$1,000; int. payable May and Nov., at office of the company; trustee of mortgage, California Title Insurance & Trust Co., of San Francisco.

**Note.**—\$50,000 is to be passed to a sinking fund on May 1, 1908 and annually thereafter, and bonds may be called for the sinking fund at par and accrued interest in amounts of \$50,000 and in consecutive numbered order, commencing with No. 1.

**Franchises.**—Municipal franchises granted in 1879 expire in 1929.

**Officers.**—Pres. Fred. C. Breckman, Sec. E. J. Norris.

**General Office,** 77 Stevenson St., San Francisco, Cal.

Date of information, Jan., 1903.

Please note date of information at end of each report.



**Sutro Railroad Co.**—The capital stock of this company is controlled by the United Railroads of San Francisco.

**Capital Stock**, authorized, \$400,000.

**Funded Debt**.—None.

**Officers**.—Pres. Wm. M. Abbott, Sec. A. K. Stevens, Treas. Geo. E. Starr.

**Directors**.—Wm. M. Abbott, Geo. E. Starr, A. K. Stevens, Geo. K. Ford, Chas. P. Gale.

**General Office**, Rialto Bldg., San Francisco, Cal.

Date of information, Jan., 1903. z

### SAN JOSE.

Population in 1880, 12,467, in 1890, 18,060, in 1900, 30,000.

**San Jose & Santa Clara Railroad Co.**—Chartered July 9, 1868.

**CAPITAL STOCK**, authorized and issued, \$500,000.

**FUNDED DEBT**.—First mortgage 6 p. c. bonds, authorized and issued, \$200,000; coupon, but may be registered; dated Jan. 3, 1898, due 1913; denom. \$500; int. payable Jan. and July, at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 21; gauge, 3 ft.; 35 lb. T rail; 38 cars; Wheelock engines, Gen. Elec. dynamos and motors, Fitzgerald cars.

**OFFICERS**.—Pres. G. L. Center (San Francisco); V. Pres. A. F. Morrison, Sec. J. T. McGoeghegan, Treas. Commercial Savings Bank, Man. & Pur. Agt. H. Center, Elecn. Walter Hahn.

**GENERAL OFFICE**, the "Alameda," San Jose, Cal.

Date of information, Mar., 1903. z

**San Jose Railroad**—This is a consolidation of the old San Jose R. R. Co., and the Willow Glen R. R. Co., which were purchased by the German Savings & Loan Society, of San Francisco, at foreclosure sale in May, 1899.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 15; gauge, 3 ft.; 40 lb. steel T rail; 27 cars, of which 23 are motor cars and 4 trail cars; 350 H. P. station plant, Wheelock engines, Gen. Elec. dynamos and motors, Brill and McGuire trucks.

**OFFICERS**.—Man. & Pur. Agt. Geo. L. Barker, Sec. R. S. Woeldenberg, Elecn. F. Thurber.

**GENERAL OFFICE**, So. First St., San Jose, Cal.

Date of information, Mar., 1903. z

### SANTA ANA.

Population in 1890, 3,628, in 1900, 4,933, in 1903, (local estimates), 6,500.

**Santa Ana & Orange Motor Co.**—Chartered in Dec., 1896. This road has been absorbed by the Pacific Electric Ry. Co., of Los Angeles, Cal.

**CAPITAL STOCK**, authorized, \$20,000, paid in, \$13,000.

**PLANT AND EQUIPMENT**.—Miles of track (steam), 5.5; gauge, 3 ft. 6 in.; 4 cars, of which 2 are steam cars and 2 trail cars.

**OFFICER**.—Supt. E. I. Tolle.

**GENERAL OFFICE**, Los Angeles, Cal.

Date of information, Mar., 1903. z

### SANTA BARBARA.

Population in 1880, 3,460, in 1890, 5,864, in 1900, 6,587.

**Santa Barbara Consolidated Railway Co.**—Chartered in Aug., 1901, for 50 years. Municipal franchise granted Sept. 19, 1895, for 50 years. This company is the successor to the Santa Barbara Consolidated Electric Co. Annual meeting second Tuesday in July. The road is now owned by the United Electric, Gas & Power Co.

**CAPITAL STOCK**, authorized and issued, \$250,000.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized, \$250,000, issued, \$160,000, in treasury, \$90,000; dated Dec. 1, 1901, due 1920; denom. \$500; int. payable June and Dec., at office of Broadway Bank & Trust Co., of Los Angeles, Cal., trustee of mortgage.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 8; gauge, 3 ft. 6 in.; 45 lb. and 50 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos, West. motors, Hammond & Son cars, Brill trucks.

**OFFICERS**.—Pres. & Treas. Hulett C. Merritt, Los Angeles, Cal.; V. Presidents, Frederick H. Rindge and H. V. Carter, Los Angeles, Cal.; Sec. & Gen. Counsel, George I. Cochran, Supt. J. J. Davis, Local Man. E. E. Caister.

**DIRECTORS**.—Frederick H. Rindge, George I. Cochran, Hulett C. Merritt, Harry Gray.

**GENERAL OFFICE**, 305 Conservative Life Building, Los Angeles, Cal.

Date of information, Mar., 1903. z

### SANTA CRUZ.

Population in 1880, 3,898, in 1890, 5,594, in 1900, 5,659.

**Santa Cruz Electric Railway Co.**—This company owns and operates the Pacific Avenue R. R.

**CAPITAL STOCK**, \$500,000.

**FUNDED DEBT**, \$60,000.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 8; gauge, 3 ft. 2 in.; 35 lb. and 40 lb. girder and T rail; 8 motor cars; Gen. Elec. dynamos and motors.

**OFFICERS**.—Pres. J. H. Logan, V. Pres. Jas. P. Smith, Sec. W. T. Jeter, Treas. Bank of Santa Cruz County, Gen. Man. E. S. West.

Date of information, Jan., 1903. z

**Santa Cruz, Capitola & Watsonville Railway Co.**—This company expects to commence operation May 15, 1903. The company owns the East Santa Cruz street car line, a horse road.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 8.5; gauge 3 ft. 8½ ins.; 17 cars.

**OFFICERS**.—Pres. M. V. McQuigg, Los Angeles, Cal.; V. Pres. & Man. John M. Gardiner, Santa Cruz; Sec. O. Z. Hubbell, Los Angeles; Treas. & Audr. W. R. Porter, Watsonville, Cal.; Pur. Agt. McQuigg & Gardiner.

**GENERAL OFFICE**, Santa Cruz, Cal.

Date of information, Mar., 1903. z

### SANTA ROSA.

Population in 1880, 3,616, in 1890, 5,216, in 1900, 6,673.

**Santa Rosa Street Railroad Co.**—Chartered June 5, 1877. This property is clear of debt.

**CAPITAL STOCK**, \$25,000, issued \$10,000.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 16 lb. T rail; 7 horses, 5 cars.

**OFFICERS**.—Same as Union Street Ry. Co.

Date of information, Mar., 1903. z

**Central Street Railway Co.**—Chartered in 1891, for 50 years; municipal franchise granted for 25 years. Annual meeting first Tuesday in May. The property of this company has passed to the Union Street Ry. Co., and the Santa Rosa Street Ry. Co., which are operating the road.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 3; gauge, 3 ft. 6 in.; 24 lb. and 35 lb. flat rail; 4 cars.

**OFFICERS**.—Same as Union Street Ry. Co.

**GENERAL OFFICE**, Santa Rosa, Cal.

Date of information, Mar., 1903. z

### Union Street Railway Co.

**CAPITAL STOCK**, authorized, \$50,000, issued, \$1,350.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 35 lb. flat rail; 8 cars.

**OFFICERS**.—Pres. J. H. Brush, V. Pres. F. A. Brush, Sec. & Treas. Irving A. Brush, Gen. Man. J. H. Brush.

**DIRECTORS**.—J. H. Brush, F. A. Brush, J. A. Brush, E. C. Merritt, Santa Rosa; Avery Brush, Osage, Iowa.

**GENERAL OFFICE**, Santa Rosa, Cal.

Date of information, Mar., 1903. z

### STOCKTON.

Population in 1880, 10,282, in 1890, 14,424, in 1900, 17,506.

**Stockton Electric Railway Co.**

**CAPITAL STOCK**, \$500,000.

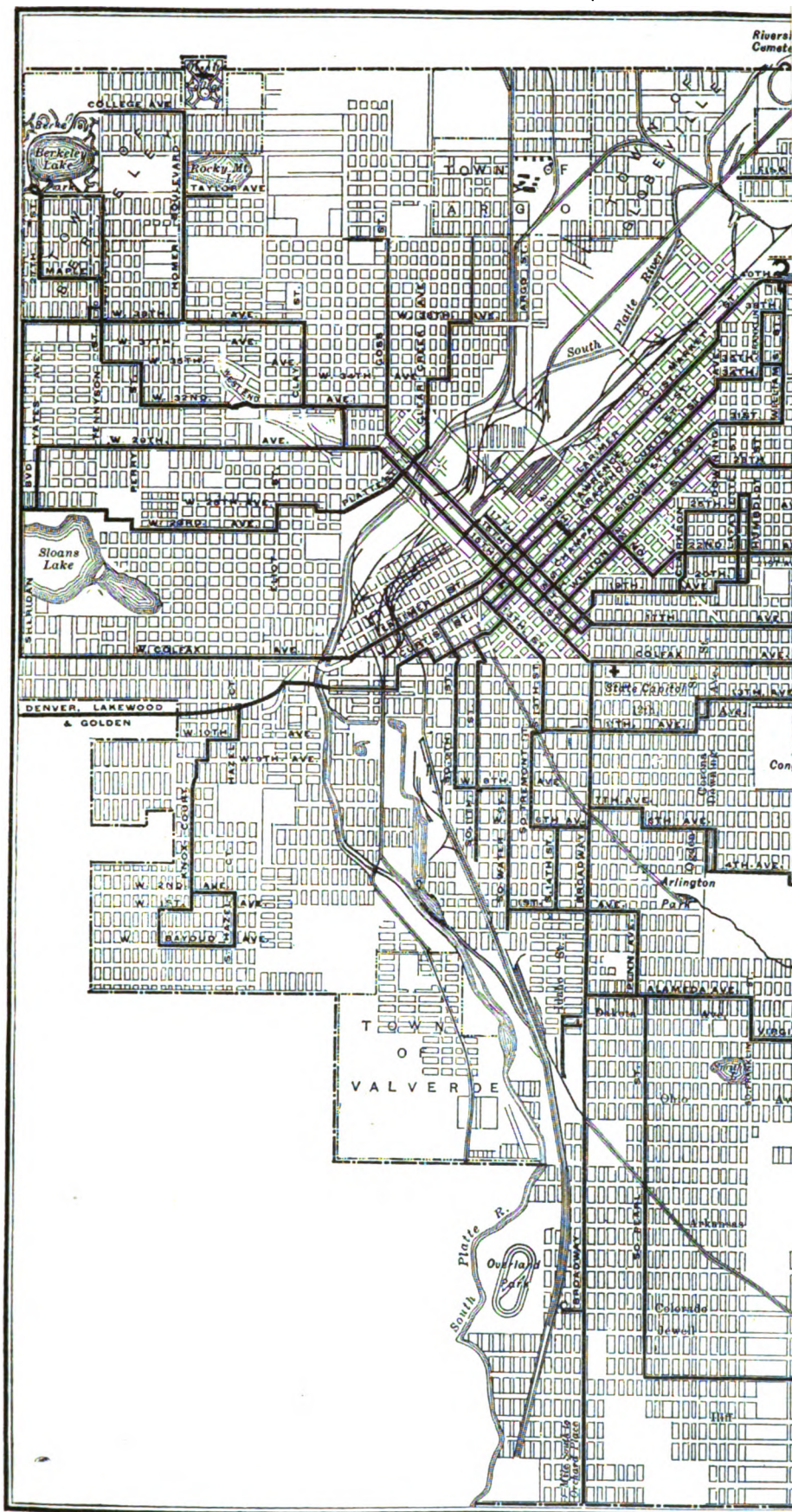
**PLANT AND EQUIPMENT**.—Miles of track (electric), 12; gauge, 3 ft. 6 in.; 45 lb. side bearing and T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. and West. dynamos and motors, Stockton cars.

**OFFICERS**.—Pres. J. Fyfe, Sec. H. J. Corcoran, Treas. E. R. Hedges, Supt. & Pur. Agt. W. H. E. Leffler, Elecn. James Hooper.

**GENERAL OFFICE**, 606 North California St.

Date of information, Jan., 1903. d

Please note date of information at end of each report.





## COLORADO.

### BOULDER.

Population in 1900, 6,150.

**The Boulder Electric Light & Power Co.** This company owns the Boulder Railway & Utility Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 5.25; gauge 3 ft. 6 in.; 15 cars.

**OFFICERS.**—Pres. Chas. B. Culbertson, V. Pres. E. J. Temple, Sec. A. A. Reed, Treas. C. C. Bromley, Gen. Man. L. J. Moulton.

Date of information, Mar., 1903. z

### COLORADO SPRINGS.

Population in 1880, 4,226, in 1890, 11,140, in 1900, 19,000.

**Colorado Springs & Interurban Railway Co.**—This is a consolidation of the Colorado Springs Rapid Transit Co., and the Colorado & Suburban Ry. Co.

**CAPITAL STOCK**, \$500,000; par value, \$100 per share.

**FUNDED DEBT**—First mortgage 6 p. c. bonds, authorized and issued, \$350,000; denom. \$1,000; dated 1890, due 1910; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York.

Consolidated mortgage 6 p. c. gold bonds, authorized, \$500,000; issued, \$150,000; in escrow to retire first mortgage bonds, \$350,000; dated Apr. 1, 1891, due 1921, but subject to call after Oct. 1, 1896; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York; trustee of mortgage, Central Trust Co., of New York.

**PLANT AND EQUIPMENT.**—Miles of track owned (electric), 38; gauge, 4 ft. 8½ in.; 30 lb. and 65 lb. T rail; 69 cars, of which 56 are motor cars and 13 trail cars; Allis and Reynolds-Corliss engines, Gen. Elec. dynamos and motors, Pullman, Brill and Laclede cars, Brill and McGuire trucks.

**OFFICERS.**—Pres. A. S. Sharp, V. Pres. Dr. D. H. Rice, Sec. & Treas. William Lloyd, Gen. Man., Pur. Agt. & Elec. D. L. Macaffree, Asst. Supt. J. Henry, Ch. Engr. of Power Station, C. Bibb, Mast. Mech. J. Eastwood.

**GENERAL OFFICE**, Colorado Springs, Col.; address P. O. Box 1267.

**POWER STATIONS**, Cascade and Moreno Aves. and Los Ammos St.

**REFERENCES**—Description of power plant, Vol. XX, July 12, '02, p. 70 (ill.)

Date of information, Mar., 1903. z

### CRIPPLE CREEK.

Population in 1900, 12,500. Victor, 7,500.

**Colorado Springs & Cripple Creek District Railway Co.**—Municipal franchises granted in Apr., 1896, for 25 years. Chartered in Apr., 1897, for 50 years. Annual meeting second Tuesday in Sept. The company now has in operation 12 miles of Electric Railway in the Cripple Creek District and operates electric cars through the towns of Cripple Creek, Anaconda, Elkton, Goldfield, Independence, and Victor, Colorado.

This system of Electric Railway is auxiliary to the main line of steam railway, extending from Colorado Springs to Cripple Creek, and owned by the company.

The funded debt and capital stock are embodied in that of the steam railway.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12, (steam) 62; gauge, 4 ft. 8½ in.; 60 lb. and 75 lb. rail; 8 motor cars and 3 trail cars on electric line, 12 locomotives, 18 passenger and 300 freight cars on steam lines; Westinghouse air brakes. Steam power plant at Cameron, Col., consisting of 3 boilers, 325 H. P. Corliss engines, 2 rotary converters, 200 K. W. each, 6 stationary Gen. Elec. transformers, 75 K. W. each. Water power plant, at Lake Moraine, Col. 136 in. Pelton water wheel, 730 ft. head, 1 generator, 225 K. W., 306 H. P., Gen. Elec. Co.

**OFFICERS.**—Pres. Irving Howbert, V. Pres. Wm. Lennox, Sec. & Asst. Treas. E. F. Draper, Audr. L. F. Linnev, Gen. Supt. F. C. Smith, Traffic Man. S. J. Henry, Mast. Mech. O. Owen, Supt. Cripple Creek Dist. Terminals, E. R. Walter, Trainmaster C. W. King.

**GENERAL OFFICE**, Colorado Springs, Col.

**WATER POWER PLANT.**—Lake Moraine, Col.

**STEAM POWER PLANT.**—Cameron, Col.

**REFERENCES.**—Description of road, Vol. XIV, Nov., '98, p. 701, (ill.); rate war, Vol. XVII, Jan. 5, '01, p. 66.

Date of information, Mar., 1903. z

### DENVER.

Population in 1880, 35,629, in 1890, 106,713, in 1900, 133,859.

**Denver City Tramway Co.**—Chartered in Jan., 1899, for the purpose of effecting a consolidation of the Colfax Electric Ry. Co., the Denver City R. R. Co., the Denver Consolidated Tramway Co., and the West End Street Ry. Co.

**Capital Stock**, authorized and issued, \$5,000,000.

**Funded Debt.**—Purchase money mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; dated Apr. 1, 1899, due 1919; denom. \$500 and \$1,000; int. payable Apr. and Oct., at offices of the company, and the Central Trust Co., of New York, trustee of mortgage.

Denver Tramway Co.'s first mortgage 6 p. c. gold bonds, outstanding \$498,000, dated July 24, 1888, due July 1, 1908; int. payable Jan. and July, at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Denver Tramway Co.'s consolidated mortgage 6 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,219,000, in escrow, to retire first mortgage bonds, \$498,000; coupon, but may be registered; dated Jan. 1, 1890; due 1910; denom. \$1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Metropolitan Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, \$1,000,000, issued, \$953,000; coupon, but may be registered; dated July 30, 1891, due Jan. 1, 1911; denom. \$1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized, \$4,000,000, issued, \$1,167,000 (see Note), in escrow to retire all prior liens, \$2,670,000, coupon, but may be registered; dated Oct. 11, 1893, due 1933; denom. \$1,000; int. payable Apr. and Oct. at offices of the company and the Mercantile Trust Co., of New York, trustee of mortgage.

**Note.**—\$2,670,000 of the first consolidated mortgage 5 p. c. bonds are held in escrow to retire an equal amount of the bonds of the Denver Tramway Co. and the Metropolitan Ry. Co., described above. Of \$1,167,000 issued and \$163,000 of the bonds cannot be issued under this mortgage.

**Franchises.**—Blanket franchises for main system were granted Feb. 5, 1885, without time limit.

**Note.**—\$1,486,000 of the first mortgage bonds have been issued to retire the securities of the underlying companies and \$514,000 were expended in equipping the present cable lines with electricity and for other improvements.

#### Operation.—Year ending Dec. 31,

|                                   | 1899.       | 1900.       | 1901.       |
|-----------------------------------|-------------|-------------|-------------|
| Receipts from passengers .....    | \$1,038,279 | \$1,287,335 | \$1,487,909 |
| "    "    other sources .....     | 11,854      | 14,955      | 19,384      |
| "    "    total .....             | 1,050,133   | 1,302,290   | 1,507,293   |
| Operating expenses .....          | 677,049     | 722,451     | 818,328     |
| Earnings from operation .....     | 373,084     | 579,839     | 688,965     |
| Deductions from earnings.         |             |             |             |
| Interest on funded debt .....     | 217,755     | 287,169     | 320,292     |
| "    "    floating debt .....     | 22,349      | 34,933      | 1,123       |
| Taxes (apportioned) .....         | 34,633      | 52,189      | 61,765      |
| Net income .....                  | 98,347      | 205,548     | 305,785     |
| Dividends .....                   |             |             | 150,000     |
| Miscellaneous deductions .....    |             | 274,839     | 5,073       |
| By profit and loss, balance ..... | 1,967       |             |             |
| Surplus .....                     |             | def. 69,291 | 150,712     |
| Total surplus account .....       | 100,314     | 31,023      | 181,735     |

#### STATISTICS OF TRAFFIC.

|                                       | Year ending Dec. 31, | 1901.      |
|---------------------------------------|----------------------|------------|
| Revenue passengers carried .....      |                      | 30,910,310 |
| Transfer passengers .....             |                      | 9,621,859  |
| Car miles run .....                   |                      | 6,393,755  |
| Total receipts per car mile .....     |                      | \$2.235    |
| Operating expenses per car mile ..... |                      | .128       |

#### Balance Sheet.—Dated Dec. 31, 1899. 1900. 1901.

| ASSETS.                                  |              |              |              |
|------------------------------------------|--------------|--------------|--------------|
| Cost of road and equipment .....         | \$10,694,362 | \$10,837,000 | \$11,032,432 |
| Stock and bonds of other companies ..... | 1,028,756    | 82,150       | 82,785       |
| Cash .....                               | 119,907      | 93,976       | 100,420      |
| Material and supplies .....              | 88,751       | 88,034       | 76,976       |
| Bills and accounts receivable .....      | 17,336       | 11,942       | 18,460       |
| Hospital fund .....                      | 205          |              |              |
| Apportioned accts. (paid in adv.) .....  | 5,218        | 3,978        |              |
| Other assets .....                       |              |              | 3,182        |
| Total .....                              | \$11,954,535 | \$11,117,080 | \$11,314,255 |

| LIABILITIES.                             |              |              |              |
|------------------------------------------|--------------|--------------|--------------|
| Capital stock .....                      | \$5,000,000  | \$5,000,000  | \$5,000,000  |
| Funded debt .....                        | 5,837,000    | 5,837,000    | 5,837,000    |
| Paving bonds (in 4 annual paym'ts) ..... | 49,840       | 37,380       | 26,805       |
| Trust notes (Den. Con. Tram'y Co.) ..... | 278,000      |              |              |
| Bills payable .....                      | 455,500      |              | 39,000       |
| Accounts payable .....                   | 176,696      | 82,293       |              |
| Accrued interest .....                   | 34,007       | 121,698      | 121,203      |
| Miscellaneous accts .....                | 11,187       | 7,686        | 7,699        |
| Apportioned accounts (cable fund) .....  | 11,991       |              | 100,813      |
| Profit and loss (surplus) .....          | 100,314      | 31,023       | 181,735      |
| Total .....                              | \$11,954,535 | \$11,117,080 | \$11,314,255 |

**Plant and Equipment.**—Miles of track (electric), 144.35; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 30 to 75 lb. T rail; 271 cars, of which 211 are motor cars, 33 trail cars and 27 miscellaneous cars; 5,750 H. P.

Please note date of information at end of each report.



stations, 11 engines as follows: 3 Green-Wheelock cross compound, 3 Corliss, 4 Armstrong & Sims 1 Ball Automatic; Gen. Elec. and West. dynamos; Gen. Elec., West. and Thomson-Houston motors; Woerber, Brill, St. Louis and Laclede cars; Brill and McGuire trucks.

**Officers.**—Pres. William G. Evans, V. Pres. & Gen. Man. John A. Beeler, Sec. & Treas. George E. Ross-Lewin, Aud. J. B. Hogarth, Supt. S. W. Cantril, Pur. Agt. C. F. Musgrove, Engr. C. A. Trease, Elec. A. M. Ballou.

**Directors.**—Rodney Curtis, Wm. G. Evans, John A. Beeler, Frederick G. Moffat, Sam'l P. Colt, Geo. E. Ross-Lewin, S. M. Perry, B. A. Jackson, Thomas Keely.

**General Office,** 15th and Arapahoe Sts., Denver, Col.

**References.**—Improvements of system; cables abandoned, Vol. XVI, Apr. 7, '00, p. 384; notes on system, Vol. XVII, Feb. 2, '01, p. 153 (ill.)

**General Office,** 15th & Arapahoe Sts., Denver, Col.

Date of information, Mar., 1903.

For map of road, see inset between pages 14 and 15.

**Denver, Lakewood & Golden Railroad Co.**—Chartered 1890 for 99 years. Road opened Jan. 1, 1893. This company operates a steam railroad from Denver to Ralston, Col. (19 miles), and an electric line from Denver to Barnum (5 miles). The company is in the hands of a receiver.

**Capital Stock,** authorized and issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$627,000; dated May, 1890, due 1910; denom. \$1,000; int. payable May and Nov., at Denver; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

**Plant and Equipment.**—Miles of track, 24; operated by steam, 19, by electricity, 5; gauge, 4 ft. 8½ in.; 48 lb. and 75 lb. T rail; 47 cars, of which 44 steam cars and 3 electric motor cars, 4 locomotives.

**Officers.**—Receiver, Gen. Man. & Pur. Agt. W. W. Borst, Audr. B. M. Smith, Pres. Sam'l Newhouse, V. Pres. C. C. Welch, Treas. Frank W. Loveland.

**Directors.**—Sam'l Newhouse, C. C. Welsh, Frank W. Loveland, W. F. R. Mills, Caldwell Yeaman, G. W. Middleton, Geo. E. Moore, John Z. Adams.

**General Office,** 1450 Arapahoe St. Office of Receiver, 1448 Mining Exchange Bldg., Denver.

Date of information, Jan., 1903.

**Denver & Northwestern Railway Co.**—This company has 15 miles of road completed and has 25 miles under construction.

**Plant and Equipment.**—Miles of track (electric and steam) 15; gauge 3 ft. 6 in.

**Officers.**—Pres. S. M. Perry, V. Pres. W. G. Smith, Sec. F. G. Moffat, Treas. Thomas Keely, Engr. W. A. Burbower.

**General Office,** Evans Block, Denver, Colo.

Date of information, Jan., 1903.

## DURANGO.

Population in 1890, 2,726, 1900, 3,317, 1902 (local estimates) 5,000.

**Durango Railway & Realty Co.**

**CAPITAL STOCK,** authorized, \$250,000, issued, \$155,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2.25; gauge 4 ft. 8½ in.; 30 lb. T rail; 4 motor cars, 1 de engines, West. dynamos and motors, Woerber cars.

**OFFICERS.**—Pres. J. A. Porter, V. Pres. C. M. Williams, Sec. & Treas. W. S. Pickerill, Supt. Pur. Agt. & Elec. C. H. Peters.

Date of information, Mar., 1903.

## FLORENCE.

Population in 1900, 3,728; in 1903. (estimated) 5,000; tributary population along the line, about 20,000.

**Florence Electric Street Railway Co.**—Chartered July 7, 1900, for 20 years. Municipal franchise granted Dec. 1, 1902, for 25 years. The company has also been granted a 25 year (from Jan. 5, 1903,) franchise in Canon City and South Canon.

**CAPITAL STOCK,** authorized, \$2,500,000, issued, \$500,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$2,700,000, issued, \$500,000; dated Dec. 20, 1902, due, 1928; denom. \$1,000; int. payable Jan. and July, at office of Eastern Trust Co., trustee of mortgage.

**OFFICERS.**—Pres. & Gen. Man. Thos. Robinson, Florence, Colo.; V. Pres. & Treas. H. A. Cook, Sec. Harry Robinson, Ch. Engr. R. L. Kelly, Elec. Engr. T. B. Whitted.

**DIRECTORS.**—Thomas Robinson, H. A. Cook, Harry Robinson, James Reed, A. B. McFall.

**GENERAL OFFICE AND POWER STATION,** Florence, Col.

Date of information, Jan., 1903.

## GRAND JUNCTION.

Population in 1890, 2,030, in 1900, 3,593.

**Grand Junction Street Car Co.**—This road is owned and operated by the City of Grand Junction.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 1.75; gauge, 3 ft.; 30 lb. T rail; 2 horses, 2 cars.

**OFFICE,** City Clerk, City Hall.

Date of information, July, 1902.

## PUEBLO.

Population in 1880, 3,217, in 1890, 24,558, in 1900, 28,157.

**Pueblo Suburban Traction & Lighting Co.**—This company is the successor, by purchase, to the Pueblo Traction & Lighting Co., and the Pike's Peak Power Co., of Victor, Col. This company owns all the electric railway, lighting and power properties in Pueblo.

**CAPITAL STOCK,** authorized and issued, \$3,500,000, par value, \$100 per share.

**FUNDED DEBT.**—Pueblo Traction & Lighting Co's first mortgage 5 p. c. gold bonds, authorized \$3,500,000, issued, \$1,600,000; coupon, but may be registered, dated Jan. 1, 1902, due 1922; denom. \$1,000; int. payable Apr. and Oct. at office of International Trust Co., Denver, trustee of mortgage, or Morton Trust Co., New York. First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,100,000; dated Jan. 1, 1901, due 1921; denom. \$1,000; int. payable Jan. and July.

**NOTE.**—Of the issue of \$3,500,000, \$1,250,000 are reserved to retire the \$1,100,000 outstanding bonds of the Pueblo Lighting & Traction Co., and \$650,000 are reserved for future improvements. Bonds are subject to call after Dec. 1, 1908, at 104 and interest. Mortgage provides for a sinking fund to commence in 1909, to retire at least \$50,000 bonds per annum, this fund to be invested in the bonds in open market at not more than 104.

The Pueblo Traction & Lighting Co's bonds are subject to call after Jan. 1, 1906, at 104 and interest. Mortgage provides that \$10,000 of these bonds shall be passed annually to sinking fund, commencing 1906, and may be used to call bonds after Jan. 1906, at 104 and interest.

**OPERATION.**—Year ending Oct. 31, 1902.

|                         |           |
|-------------------------|-----------|
| Total receipts.....     | \$410,991 |
| Operating expenses..... | 197,301   |

|                              |         |
|------------------------------|---------|
| Earnings from operation..... | 213,690 |
| Deductions from earnings     |         |
| Interest on bonds.....       | 135,000 |

|                 |        |
|-----------------|--------|
| Net income..... | 78,690 |
|-----------------|--------|

**PLANT AND EQUIPMENT.**—Miles of track (electric), 24; gauge, 4 ft.; 35 lb. T rail; 48 cars, of which 32 are motors and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Woerber cars.

**OFFICERS.**—Pres. M. D. Thatcher, V. Pres. Warren Woods, Sec. F. M. Woods, Treas. H. E. Woods, Gen. Man. & Pur. Agt. John F. Vail, Ch. Engr. & Elec. E. M. Brown.

Date of information, Jan., 1903.

## CONNECTICUT.

### BRANFORD.

**Branford Street Railway Co.**—(Owned by Branford Lighting & Water Co.)—This company was organized in the spring of 1900, to construct an electric railway as an extension from the terminus of the Fair Haven & Westville R. R. to Branford through Short Beach. The new line was placed in operation in Aug., 1900, under the management and control of the Branford Lighting & Water Co.

**OFFICERS.**—Pres. A. E. Hammer, Sec. A. M. Young, Treas. A. O. Shephardson.

**GENERAL OFFICE,** Branford, Conn.

Date of information, Dec., 1902.

### BRIDGEPORT.

Population in 1880, 27,643, in 1890, 48,866, in 1900, 70,996.

**Connecticut Railway & Lighting Co.**—Original charter as The Gas Supply Co., July 2, 1895; amended charter Mar. 2, 1899, changing the name to Connecticut Lighting & Power Co. On Jan. 10, 1901, name was changed to Connecticut Railway & Lighting Co.

**Capital Stock.**—Common stock, authorized and issued, \$11,000,000, preferred stock, 5 p. c. (cumulative after Jan. 1, 1904), authorized and issued, \$4,000,000.

Please note date of information at end of each report.

**Funded Debt.**—First and refunding mortgage 4½ p. c. gold bonds, authorized, \$15,000,000, issued, \$9,474,000; of which \$992,000 are underlying bonds, of other companies; dated Jan. 1, 1901, due 1951; denom. \$1,000; not subject to call; int. payable at office of Colonial Trust Co., New York, trustee of mortgage and registrar of stock.

The company has acquired the property of, or holds a controlling interest in, the following corporations:

|                                        |                                             |
|----------------------------------------|---------------------------------------------|
| Bridgeport Traction Co.,               | Waterbury Traction Co.,                     |
| Central Railway & Electric Co.,        | Westport & Saugatuck Street Ry. Co.,        |
| Derby Street Ry. Co.,                  | Greenwich Gas & Electric Light Co.,         |
| Milford Street Ry. Co.,                | Naugatuck Electric Light Co.,               |
| Norwalk Street Ry. Co.,                | Norwalk & South Norwalk Electric Light Co., |
| Norwalk Tramway Co.,                   | Norwalk Gas Light Co.                       |
| Shelton Street Ry. Co.,                |                                             |
| Southington & Plantsville Tramway Co., |                                             |

With the exception of small amounts of the bonds of the Bridgeport Traction Co., the Derby Street Ry. Co. and the Connecticut Lighting & Power Co., all of the bonds of the constituent companies have been called.

The railways controlled comprise 161 miles, reaching through the vicinity of Bridgeport, Derby, Ansonia, etc., to New Haven and Hartford.

| Operation.—                               | 6 mos. endg.<br>June 30,<br>1901. | Year endg.<br>June 30,<br>1902. |
|-------------------------------------------|-----------------------------------|---------------------------------|
| Receipts from passengers .....            | \$463,671                         | \$1,106,868                     |
| " " other sources .....                   | 68,221                            | 167,952                         |
| " " total .....                           | 531,892                           | 1,274,820                       |
| Operating expenses .....                  | 280,493                           | 668,454                         |
| Earnings from operation .....             | 251,399                           | 606,366                         |
| Deductions from earnings.                 |                                   |                                 |
| Taxes .....                               | 24,507                            | 89,186                          |
| Interest on funded debt .....             | 214,742                           | 429,556                         |
| " " on floating debt .....                | 1,376                             | 2,810                           |
| Net income .....                          | 10,773                            | 87,814                          |
| Total surplus .....                       | 11,134                            | 69,821                          |
| Per cent. op. ex. to gross receipts ..... | 52.7                              | 53.0                            |

## OPERATING EXPENSES.

|                                        | 6 mos. endg.<br>June 30,<br>1901. | Year endg.<br>June 30,<br>1902. |
|----------------------------------------|-----------------------------------|---------------------------------|
| General expenses .....                 | \$ 48,594                         | 113,829                         |
| Transportation expenses .....          | 177,537                           | 400,588                         |
| Maintenance of way and structure ..... | 23,927                            | 85,740                          |
| Maintenance of equipment .....         | 30,435                            | 68,298                          |
| Total .....                            | \$280,493                         | \$668,454                       |

## STATISTICS OF TRAFFIC.

|                                   | 6 mos. endg.<br>June 30,<br>1901. | Year endg.<br>June 30,<br>1902. |
|-----------------------------------|-----------------------------------|---------------------------------|
| Revenue passengers carried .....  | 9,264,826                         | 21,974,671                      |
| Transfer .....                    | 1,830,952                         | 4,480,819                       |
| Car miles run .....               | 2,410,517                         | 5,154,997                       |
| Total receipts per car mile ..... | \$ .220                           | \$ .215                         |
| Operating expenses .....          | .115                              | .130                            |

## Balance Sheet.—Dated June 30, 1901.

| ASSETS.                        | 1901.        | 1902.        |
|--------------------------------|--------------|--------------|
| Cost of road & equipment ..... | \$24,405,525 | \$24,523,339 |
| Cash .....                     | 43,679       | 41,136       |
| Bills receivable .....         | 200          | 3,018        |
| Prepaid insurance .....        | 6,271        | 9,635        |
| Material and supplies .....    | 72,024       | 128,234      |
| Accounts receivable .....      | 82,402       | 108,524      |
| Rentals .....                  | 4,625        | 4,125        |
| Advance taxes .....            |              | 8,085        |
| Total .....                    | \$24,614,726 | \$24,826,089 |

## LIABILITIES.

|                                     |              |              |
|-------------------------------------|--------------|--------------|
| Capital stock .....                 | \$15,000,000 | \$15,000,000 |
| Funded debt .....                   | 9,350,000    | 9,350,000    |
| Loans & accts. payable .....        | 70,000       | 260,000      |
| Audited vouchers and accounts ..... | 87,760       | 74,948       |
| Accrued liabilities .....           | 95,773       | 60,126       |
| Profit and loss (surplus) .....     | 11,194       | 81,015       |
| Total .....                         | \$24,614,726 | \$24,826,089 |

**Officers.**—Pres. A. M. Young, 1st V. Pres. David S. Plume, 2d V. Pres. George E. Terry, Sec. & Treas. Lewis Lillie, Asst. Sec. & Asst. Treas. E. W. Poole, Man. Dir. Walton Clark, Gen. Man. J. E. Sewell.

**Directors.**—A. M. Young, M. J. Warner, Branford, Conn.; R. A. C. Smith, H. G. Runkle, New York City; Walton Clark, Randal Morgan, Lewis Lillie, Philadelphia, Pa.; Geo. E. Terry, David S.

Plume, B. G. Bryan, Waterbury, Conn.; Allan W. Paige, Bridgeport, Conn.

**General Office,** Bridgeport, Conn.

**Philadelphia Office,** Broad and Arch Sts.

**New York Office,** 100 Broadway.

Date of information, Mar., 1903.

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**Moodus & East Hampton Railway Co.**—This company was organized to construct an electric railway from Bridgeport to Moodus and East Hampton, 10 miles, and now has the road under construction.

**Capital Stock,** authorized, \$150,000, paid in, \$15,000; par value, \$100 per share.

**Funded Debt.**—Unknown.

**Plant and Equipment.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 8 motor cars, Gen. Elec. generators and motors.

**Officers.**—Pres. F. C. Fowler, Moodus; Sec. Man. & Ch. Engr. E. C. Crocker, Treas. C. J. Harvey.

**General Office,** Bridgeport, Conn.

Date of information, Jan., 1903.

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## BRISTOL.

Population in 1880, 5,347, in 1890, 7,382, in 1900, 9,643.

**Bristol & Plainville Tramway Co.**—Chartered Sept. 21, 1893. This company commenced operation in July, 1895.

**CAPITAL STOCK,** authorized, \$1,000,000, issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$200,000, issued, \$135,000; due Nov. 1, 1925; int. payable May and Nov.

## OPERATION.—Year ending June 30,

|                                  | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| Receipts from passengers .....   | \$36,229 | \$38,709 | \$41,078 | \$41,317 |
| " " lgt. and other sources ..... | 24,796   | 26,353   | 28,008   | 11,411   |
| " " total .....                  | 61,025   | 65,062   | 69,086   | 52,728   |
| Operating expenses .....         | 42,469   | 44,701   | 45,951   | 31,851   |
| Earnings from operation .....    | 18,556   | 20,361   | 23,135   | 20,877   |
| Deductions from earnings.        |          |          |          |          |
| Taxes .....                      | 1,450    | 1,701    | 1,930    | 2,191    |
| Interest .....                   | 5,381    | 7,295    | 7,301    | 7,138    |
| Net income .....                 | 4,547    | 9,560    | 11,130   | 13,805   |
| Dividends paid .....             | 3,000    | 6,000    | 6,000    | 6,000    |
| To surplus account .....         | 1,547    | 3,560    | 5,130    | 7,805    |
| Total surplus .....              |          |          |          | 1,729    |

## RAILWAY OPERATING EXPENSES.—Year ending June 30,

|                                            | 1901.    | 1902.    |
|--------------------------------------------|----------|----------|
| General expenses .....                     | \$ 5,022 | \$ 5,013 |
| Transportation expenses .....              | 18,935   | 19,456   |
| Maintenance of roadway and buildings ..... | 3,710    | 5,198    |
| " " equipment .....                        | 1,929    | 2,183    |
| Total operating expenses of railway .....  | \$29,595 | \$31,851 |
| Electric lighting expenses .....           | 16,356   |          |

## STATISTICS OF TRAFFIC.

|                                    | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------------|---------|---------|---------|---------|
| Passengers carried .....           | 735,790 | 788,297 | 839,390 | 845,980 |
| Car miles run .....                | 208,175 | 210,408 | 212,311 | 212,335 |
| Total receipts per car mile .....  | \$ .293 | \$ .309 | \$ .325 | \$ .248 |
| Operating exps. per car mile ..... | .204    | .223    | .216    | .150    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Construction .....        | \$231,332 | \$232,385 | \$234,231 | \$269,907 | \$273,70  |
| Equipment .....           | 31,526    | 31,526    | 32,419    |           |           |
| Prepaid insurance .....   |           |           |           | 644       | 626       |
| Materials on hand .....   | 1,296     | 1,271     | 1,793     | 1,859     | 2,177     |
| Accounts receivable ..... | 4,550     | 4,860     | 2,950     | 2,335     | 2,612     |
| Cash .....                | 3,396     | 1,471     | 4,148     | 3,446     | 1,990     |
| Total .....               | \$272,100 | \$271,513 | \$275,541 | \$278,190 | \$281,111 |

## LIABILITIES.

|                               |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock .....           | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt .....             | 135,000   | 135,000   | 135,000   | 135,000   | 135,000   |
| Unfunded debt .....           | 12,500    | 12,000    | 10,000    | 5,000     |           |
| Accounts payable .....        | 5,199     | 1,552     | 2,451     | 2,294     | 4,687     |
| Profit and loss (surp.) ..... | 19,401    | 22,961    | 28,090    | 35,896    | 41,424    |
| Total .....                   | \$272,100 | \$271,513 | \$275,541 | \$278,190 | \$281,111 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.9; gauge 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 15 motor cars, 2 snow plows; 650 h. p. Harris, Corliss & Bass engines; Gen. Elec. dynamos and motors; Wason cars, Bemis trucks.

**OFFICERS.**—Pres. Chas. S. Treadway, V. Pres. N. E. Pierce, Sec. A. J. Muzzy, Treas. M. L. Tiffany, Supt. & Gen. Man. G. E. Cockings.

**DIRECTORS.**—A. L. Sessions, N. E. Pierce, W. A. Ingraham, Wm. S. Ingraham, A. J. Muzzy, M. D. Peck, O. F. Strunz, Chas. S. Treadway, E. N. Pierce.

**GENERAL OFFICE,** Highland Court, Bristol, Conn.

Date of information, Dec., 1902.

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### DANBURY.

Population in 1880, 11,666, in 1890, 16,552, in 1900, 22,094.

**Danbury & Bethel Street Railway Co.**—Chartered May 7, 1886.

**CAPITAL STOCK,** authorized, \$323,000, issued, \$320,000; par value, \$25 per share. Dividends payable Jan. and July.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$200,000; denom. \$1,000; dated May 1, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

| OPERATION.—              | 9 mos. ending June 30, —Year ending June 30, — |          |          |          |          |
|--------------------------|------------------------------------------------|----------|----------|----------|----------|
|                          | 1898.                                          | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from pass. .... | \$42,174                                       | \$57,577 | \$68,549 | \$73,868 | \$77,780 |
| " other sources. ....    | 653                                            | 1,998    | 1,406    | 566      | 600      |
| " total. ....            | 42,827                                         | 58,675   | 69,955   | 74,434   | 78,380   |
| Operating exp. ....      | 26,033                                         | 37,313   | 47,538   | 46,897   | 56,548   |
| Earn. from oper. ....    | 16,794                                         | 21,362   | 22,420   | 27,537   | 21,832   |
| Deduct. from earn.       |                                                |          |          |          |          |
| Interest. ....           | 10,526                                         | 10,205   | 10,377   | 10,146   | 10,256   |
| Taxes. ....              | 2,736                                          | 1,049    | 2,181    | 3,136    | 2,685    |
| Const. account. ....     | 875                                            |          |          |          |          |
| Net income. ....         | 2,657                                          | 10,108   | 9,862    | 14,256   | 8,891    |
| Dividends paid. ....     | 12,800                                         | 6,400    |          | 4,800    | 9,600    |
| To surplus account. .... |                                                | 3,708    | 9,862    | 9,456    | *709     |
| * Deficit.               |                                                |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30,                   | 1901.    | 1902.    |
|----------------------------------------|----------|----------|
| General expenses. ....                 | \$11,846 | \$12,983 |
| Transportation expenses. ....          | 23,793   | 29,431   |
| Maintenance of way and buildings. .... | 4,338    | 4,712    |
| Maintenance of equipment. ....         | 6,919    | 9,423    |
| Total. ....                            | \$46,897 | 56,548   |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,        | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Passengers carried. ....    | 1,132,032 | 1,199,276 | 1,820,665 | 1,895,155 |
| Car miles run. ....         | 327,511   | 356,169   | 366,261   | 347,880   |
| Total receipts per car mile | \$ .179   | \$ .196   | \$ .203   | \$ .225   |
| Op. expenses per car mile   | \$ .111   | .133      | .128      | .162      |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                  |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|
| 1898.                    | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road. ....       | \$332,781 | \$332,781 | \$338,403 | \$546,201 |
| " equipment. ....        | 121,399   | 121,941   | 122,743   | \$550,423 |
| Other per. invest. ....  |           |           | 5,246     | 18,038    |
| Real es. inc. pr. plant. | 84,065    | 84,065    | 88,641    |           |
| Cash assets. ....        |           |           | 1,778     |           |
| Other assets. ....       | 3,688     | 3,746     | 4,352     | 4,487     |
| Material and supplies.   | 205       | 205       | 205       | 205       |
| Total. ....              | \$542,148 | \$542,738 | \$554,029 | \$557,782 |

#### LIABILITIES.

| 1899.                     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|
| Capital stock. ....       | \$320,000 | \$320,000 | \$320,000 |
| Funded debt. ....         | 200,000   | 200,000   | 200,000   |
| Bills payable. ....       | 8,500     | 8,527     | 5,150     |
| Other liabilities. ....   | 4,849     | 2,215     | 7,021     |
| Profit and loss (sur). .. | 8,798     | 11,996    | 21,858    |
| Total. ....               | \$542,138 | \$542,738 | \$554,029 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11.15; gauge, 4 ft. 8½ in.; 48 lb., 60 lb. T and 80 lb. girder rail; 22 motor cars and 12 trail cars, 1 snow plow, 1 sweeper; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. S. C. Holley, V. Pres. S. H. Wagner, Sec. & Treas. M. H. Griffing, Gen. Supt. G. H. Klinzing.

**DIRECTORS.**—S. C. Holley, Arthur Tweedy, M. H. Griffing, Geo. R. Tweedy, E. A. Stratton, A. W. Holley, Danbury; S. H. Wagner, New Haven.

**GENERAL OFFICE,** 23 South St., Danbury, Conn.

Date of information, Jan., 1903.

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**Danbury & Harlem R. R.**—This road and the Golden Bridge Electric Ry. have been consolidated. In Mar., 1902, the property was purchased by the Westchester Traction Co., of New York, and the road will be completed at once and extended to White Plains, Yonkers and other points on the Hudson River.

Date of information, Mar., 1902.

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### ENFIELD.

**The Somers & Enfield Electric Railway Co.**—Chartered May 21, 1901. This road is under construction.

**CAPITAL STOCK,** authorized, \$200,000; issued, \$50,000.

**OFFICERS.**—Pres. Philip L. Saltonstall, Sec. Arthur Perkins, Treas. Chauncey Eldridge, Supt. Geo. B. Larrabee.

**DIRECTORS.**—Philip L. Saltonstall, Chauncey Eldridge, S. Reed Anthony, Boston, Mass.; Arthur Perkins, Chas. E. Perkins, Lewis Sperry, Clinton T. King, Hartford, Conn.

**GENERAL OFFICE,** Enfield, Conn. Treasurer's office, 53 State St., Boston, Mass.

Date of information, Dec., 1902.

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### HARTFORD.

Population in 1880, 42,551, in 1890, 53,230, in 1900, 79,850.

**Hartford Street Railway Co.**—Organized July 1, 1862, as Hartford & Weathersfield Horse Ry. Co., and changed to present name Oct. 4, 1893. Annual meeting in Jan. This company leases and operates the East Hartford & Glastonbury Street Ry. Co. for 30 years from 1897.

**Capital Stock,** Jan. 1, 1899, authorized, \$2,000,000, issued \$1,000,000; par value, \$100 per share.

**Dividends,** 6 p. c. per annum, payable Jan., Apr., July and Oct.

**Funded Debt.**—First mortgage 4 p. c. gold coupon bonds, authorized, \$3,000,000; issued, \$2,500,000; dated Sept. 1, 1900; due 1930; denom. \$1,000; coupon but may be registered; int. payable Apr. and Oct., at office of Connecticut Trust & Safe Deposit Co., of Hartford, trustee of mortgage.

This company also guarantees the interest on East Hartford & Glastonbury Street Ry. Co.'s 5 p. c. mortgage bonds, \$200,000; dated Dec. 1, 1897, due 1927.

| Operation.—                                | 9 mos. ending June 30, —Year ending June 30, — |           |           |           |           |
|--------------------------------------------|------------------------------------------------|-----------|-----------|-----------|-----------|
|                                            | 1898.                                          | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from pass. ....                   | \$437,279                                      | \$610,586 | \$668,183 | \$737,871 | \$768,706 |
| " other sources. ....                      | 790                                            | 4,045     | 14,753    | 7,302     | 16,881    |
| " total. ....                              | 438,069                                        | 614,631   | 682,936   | 745,173   | 785,587   |
| Operating expenses. ....                   | 303,096                                        | 433,707   | 434,744   | 483,814   | 536,881   |
| Earn. from operation. ....                 | 134,973                                        | 180,924   | 248,192   | 261,359   | 248,706   |
| Deductions from earn.                      |                                                |           |           |           |           |
| Interest on bonds. ....                    | 77,939                                         | 104,292   | 101,440   | 106,470   | 104,536   |
| Int. on float'g debt. ....                 |                                                |           |           | 1,393     | 1,733     |
| Taxes. ....                                | 35,117                                         | 38,471    | 41,366    | 50,062    | 51,093    |
| Net income. ....                           | 42,822                                         | 38,161    | 105,386   | 103,435   | 91,346    |
| Dividends paid. ....                       | 21,000                                         | 42,000    | 75,000    | 60,000    | 60,000    |
| To surplus account. ....                   | 21,822                                         | *3,839    | 30,386    | 43,435    | 31,346    |
| Total surplus account. ....                |                                                |           |           | 134,951   | 49,231    |
| Per cent. op. exp. to total receipts. .... | 69.2                                           | 70.7      | 68.05     | 65.56     | 68.2      |
| * Deficit.                                 |                                                |           |           |           |           |

#### OPERATING EXPENSES.

| Year ending June 30,                   | 1901.     | 1902.     |
|----------------------------------------|-----------|-----------|
| General expenses. ....                 | \$ 51,688 | \$ 66,394 |
| Transportation expenses. ....          | 319,823   | 345,290   |
| Maintenance of way and buildings. .... | 51,027    | 61,982    |
| " " equipment. ....                    | 61,275    | 63,214    |
| Total. ....                            | \$483,814 | \$536,881 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,         | 1899.      | 1900.      | 1901.      | 1902.      |
|------------------------------|------------|------------|------------|------------|
| Passengers carried. ....     | 12,596,948 | 13,746,263 | 17,958,489 | 19,160,216 |
| Car miles run. ....          | 3,148,930  | 3,457,753  | 4,085,111  | 4,136,664  |
| Pass. freight and ex. ....   |            |            |            | 154,512    |
| Total rectx. per car mile    | \$ .195    | \$ .197    | \$ .182    | \$ .190    |
| Op. exps. per car mile. .... | .137       | .126       | .118       | .130       |

#### Balance Sheet.—Dated June 30,

| ASSETS.                   |             |             |             |
|---------------------------|-------------|-------------|-------------|
| 1899.                     | 1900.       | 1901.       | 1902.       |
| Cost of road. ....        | \$2,247,844 | \$2,388,849 | \$3,437,802 |
| " equipment. ....         | 532,393     | 558,751     | \$3,611,098 |
| Cash assets. ....         | 55,809      | 11,268      | 42,896      |
| Accounts receivable. .... | 3,563       | 4,875       | 2,749       |
| Other assets. ....        | 8,190       | 5,460       | 2,021       |
| Materials on hand. ....   | 16,394      | 27,213      | 35,378      |
| Total. ....               | \$2,864,193 | \$2,996,416 | \$3,520,846 |

Please note date of information at end of each report.



| LIABILITIES.               | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....         | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....           | 1,677,000   | 1,757,000   | 2,250,000   | 2,500,000   |
| Taxes.....                 |             |             | 30,705      | 32,208      |
| Accrued interest.....      |             |             | 30,833      | 34,167      |
| Bills and accts. payable.  | 137,598     | 156,521     | 72,021      | 47,882      |
| Other liabilities.....     | 47,485      | 50,392      | 2,335       | 2,987       |
| Profit and loss (surplus). | 2,110       | 32,503      | 134,951     | 184,182     |

Total.....\$2,864,193 \$2,996,416 \$3,520,846 \$3,801,425

**Plant and Equipment.**—Miles of track (electric), owned, 76.5; leased, 10.2; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder and 108 lb. groove rail; 12 horses, 224 motor cars, 23 freight cars, 24 snow plows, sweepers and other electric vehicles; Ball & Wood and Penna. Iron Works engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Brill, Wason and American cars, Brill and Peckham trucks.

**Officers.**—Pres. E. S. Goodrich, V. Pres. Sam. G. Dunham, Sec. & Treas. Daniel R. Howe, Gen. Man. Norman McD. Crawford, Supt. Frank Caum, Ch. Engr. of Power Station Henry Van Ormer.

**Directors.**—George E. Taintor, Jas. J. Goodwin, Chas. L. Lincoln, Daniel R. Howe, Atwood Collins, S. G. Dunham, E. S. Goodrich, Appleton R. Hillyer, Hartford, Conn.

**General Office,** 111 State St, Hartford, Conn.

**References.**—New Track Construction, Vol. XX, Nov. 15, '02, p. 806 (ill.)

Date of information, Dec., 1902.

b

**Hartford, Manchester & Rockville Tramway Co.**—Chartered June 6, 1894. This company leases and operates the lines of the South Manchester Light, Power & Tramway Co.

**Capital Stock,** authorized, \$500,000, issued, \$300,000; par value, \$100 per share.

**Funded Debt.**—First mortgage, 5 p. c. bonds, authorized, \$300,000, issued, \$200,000; due Oct. 1, 1924; int., payable Apr. and Oct.

**Operation.**—9 mos. ending

|                          | June 30, 1898. | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|----------------|-----------|-----------|-----------|-----------|
| Receipts from pass.....  | \$57,015       | \$101,910 | \$106,978 | \$114,715 | \$119,040 |
| " other sources.....     | 4,177          | 8,082     | 8,293     | 12,096    | 12,425    |
| " total.....             | 61,192         | 109,992   | 115,271   | 126,811   | 131,465   |
| Operating expenses.....  | 38,779         | 75,516    | 86,464    | 101,880   | 104,988   |
| Earnings from oper'ns... | 22,413         | 44,476    | 28,807    | 24,931    | 26,477    |
| Deductions from earns.   |                |           |           |           |           |
| Interest.....            | 5,250          | 10,742    | 10,000    | 10,000    | 10,258    |
| Taxes.....               | 1,975          | 2,460     | 5,056     | 4,790     | 6,263     |
| Net income.....          | 15,188         | 31,274    | 13,751    | 10,141    | 9,956     |

#### OPERATING EXPENSES.

|                                       | Year ending June 30, 1901. | 1902.     |
|---------------------------------------|----------------------------|-----------|
| General expenses.....                 | \$ 39,004                  | \$ 27,752 |
| Transportation expenses.....          | 42,998                     | 51,709    |
| Maintenance of way and buildings..... | 7,915                      | 9,839     |
| " " equipment.....                    | 11,963                     | 15,688    |

Total.....\$101,880 \$104,988

#### STATISTICS OF TRAFFIC.

|                                 | Year ending June 30, 1899. | 1900.     | 1901.     | 1902.     |
|---------------------------------|----------------------------|-----------|-----------|-----------|
| Passengers carried.....         | 926,260                    | 1,001,309 | 1,237,846 | 1,123,499 |
| Transfers.....                  |                            |           | 175,461   |           |
| Car miles run.....              | 420,051                    | 436,285   | 525,494   | 472,432   |
| Total receipts per car mile...  | \$ .261                    | \$ .264   | \$ .241   | \$ .277   |
| Operating exps. per car mile... | .179                       | .199      | .193      | .222      |

**Balance Sheet.**—Dated

|                      | Sept. 30, 1898. | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------|-----------------|-----------|-----------|-----------|-----------|
| <b>ASSETS.</b>       |                 |           |           |           |           |
| Construction.....    | \$452,792       | \$459,071 | \$462,472 | \$549,494 | \$566,428 |
| Equipment.....       | 71,398          | 79,051    | 84,443    |           |           |
| Material on hand..   | 2,169           | 3,040     | 2,838     | 3,665     | 2,100     |
| Accts. receivable... | 2,562           | 2,680     | 2,230     | 5,895     | 2,846     |
| Cash on hand.....    | 1,182           | 8,529     | 1,149     | 9,079     | 8,323     |
| Total.....           | \$530,103       | \$552,371 | \$553,132 | \$568,132 | \$579,697 |

#### LIABILITIES.

|                        |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....     | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....       | 200,000   | 200,000   | 200,000   | 200,000   | 200,000   |
| Bills & a'cts. p'y'ble | 14,636    | 15,630    | 2,641     | 7,714     | 9,342     |
| Accrued interest...    | 2,500     | 2,500     | 2,500     | 2,500     | 2,500     |
| Profit & loss (surp)   | 12,967    | 34,241    | 47,991    | 57,918    | 67,855    |

Total.....\$530,103 \$552,371 \$553,132 \$568,132 \$579,697

**Plant and Equipment.**—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 34 motor cars, 2 electric snow plows, and other vehicles; Hewes & Phillips and Buckeye engines, Gen. Elec. dynamos and motors, Wason cars.

**Officers.**—Pres. M. S. Chapman, V. Pres. & Treas. R. O. Cheney, Sec. J. W. Haynes.

**Directors.**—M. S. Chapman, R. O. Cheney, J. W. Haynes, M. S. Bradley, South Manchester, Conn.; Charles Sloan, C. T. Welles, Hartford, Conn.; A. N. Mayo, Springfield, Mass.; W. H. Prescott, Rockville, Conn.; W. H. Chapman, N. Y. City.

**General Office,** South Manchester, Conn.

Date of information, Dec., 1902.

b

**The Farmington Street Railway Co.**—This company is the successor to the Hartford & West Hartford Horse Railroad Co., which was chartered 1863 and Nov. 23, 1892, and was placed in the hands of J. T. Patterson, as receiver, in the spring of 1899. This company purchased the property at foreclosure sale, in Aug. 1899, and reorganized Oct. 19, 1899.

**Capital Stock,** issued, \$189,000; par value, \$100 per share.

**Funded Debt.**—Bondholders of the Hartford & West Hartford Horse R. R. Co. received stock of the new company, which has no bonded indebtedness.

**Operation.**—The reports here given to June 30, 1898 are those of the Hartford & West Hartford Horse R. R. Co. No operating report was obtainable for 1899 during reorganization.

|                               | 9 mos. ending June 30, 1898. | Oct. 19, 1899 to June 30, 1900. | Year ending June 30, 1901. | Year ending June 30, 1902. |
|-------------------------------|------------------------------|---------------------------------|----------------------------|----------------------------|
| Receipts from passengers..... | \$27,287                     | \$19,700                        | \$32,514                   | \$36,005                   |
| " other sources.....          | 2,312                        | 456                             | 585                        | 296                        |
| " total.....                  | 29,599                       | 20,156                          | 33,099                     | 36,301                     |
| Operating expenses.....       | 29,269                       | 19,017                          | 30,931                     | 34,998                     |
| Earnings from operations..... | 330                          | 1,139                           | 2,168                      | 1,303                      |
| Deductions from earnings.     |                              |                                 |                            |                            |
| Interest.....                 | 736                          |                                 |                            |                            |
| Taxes.....                    | 1,335                        |                                 | 693                        | 764                        |
| Net income.....               | *1,741                       |                                 | 1,475                      | 539                        |
| *Deficit.                     |                              |                                 |                            |                            |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 5,822 |
| Transportation expenses.....           | 17,071   |
| Maintenance of way and structures..... | 7,663    |
| " " equipment.....                     | 4,442    |
| Total.....                             | \$34,998 |

#### STATISTICS OF TRAFFIC.

|                                  | 9 mos. ending June 30, 1898. | Oct. 19, 1899 to June 30, 1900. | Year ending June 30, 1901. | Year ending June 30, 1902. |
|----------------------------------|------------------------------|---------------------------------|----------------------------|----------------------------|
| Passengers carried.....          | 375,375                      | 180,460                         | 320,942                    | 294,649                    |
| Car miles run.....               | 188,892                      | 139,763                         | 209,313                    | 208,832                    |
| Total receipts per car mile..... | \$ .156                      | \$ .144                         | \$ .158                    | \$ .174                    |
| Operating exp. per car mile..... | .155                         | .136                            | .148                       | .168                       |

**Balance Sheet.**—Dated

|                        | Sept. 30, 1897. | June 30, 1898. | June 30, 1900. | June 30, 1901. | June 30, 1902. |
|------------------------|-----------------|----------------|----------------|----------------|----------------|
| <b>ASSETS.</b>         |                 |                |                |                |                |
| Construction.....      | \$363,000       | \$362,289      | \$104,630      | \$150,414      | \$156,562      |
| Equipment.....         | 89,560          | 89,560         | 41,650         |                |                |
| Real estate.....       | 18,838          | 19,403         | 31,500         | 31,500         | 31,500         |
| Materials on hand....  | 3,215           | 2,500          | 250            | 2,971          | 2,645          |
| Accounts receivable... | 12,795          | 15,538         | 65             | 248            | 289            |
| Cash.....              | 682             | 1,518          | 13,609         | 8,412          | 3,339          |
| Bridge approaches....  | 10,000          | 10,000         |                |                |                |
| Bond expense.....      | 45,925          | 45,925         |                |                |                |
| Power house.....       | 35,486          | 37,069         |                |                |                |
| Other assets.....      | 1,436           | 1,494          |                |                |                |
| Total.....             | \$580,936       | \$585,296      | \$191,704      | \$193,545      | \$194,336      |

#### LIABILITIES.

|                         |           |           |           |           |           |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....      | \$247,000 | \$247,000 | \$189,000 | \$189,000 | \$189,000 |
| Funded debt.....        | 279,000   | 279,000   |           |           |           |
| Unfunded debt.....      | 121,067   | 21,575    |           |           |           |
| Accounts payable....    | 12,589    | 10,982    | 1,709     | 956       | 3,181     |
| Special account.....    | 14,347    | 23,142    |           |           |           |
| Profit and loss (surp.) | 6,425     | 4,684     | 995       | 3,590     | 2,155     |

Total.....\$580,936 \$585,296 \$191,704 \$193,545 \$194,336

**Plant and Equipment.**—Miles of track (electric), 10.7; gauge, 4 ft. 8½ in.; 65 lb. T rail; 21 motor cars and 2 freight cars; 2 snow plows; Jackson & Sharp cars; power rented.

**Officers.**—Pres. H. A. James, Vice Pres. D. N. Barney, Sec. Treas. & Man. E. D. Robbins, Supt. T. L. McCormack.

**Directors.**—H. A. James, N. Y. City; D. J. Brough, Jr., Hartford, Conn.; Edward D. Robbins, D. Newton Barney, Wm. F. Hooker, Farmington.

**General Office,** 739 Main St., Hartford, Conn.

Date of information, Dec., 1902.

b

Please note date of information at end of each report.

**MERIDEN.**

Population in 1880, 15,540, in 1890, 21,652, in 1900, 24,296.

**Meriden Electric Railroad Co.**—This is a successor of the Meriden Horse R. R. Co., which was chartered in 1886, in perpetuity. Annual meeting in Sept. In Oct., 1895, the New York, New Haven & Hartford R. R. Co. bought 9,790 of the total 10,000 shares of this company's stock and is now in control.

**CAPITAL STOCK**, authorized and issued, \$1,000,000.

**FUNDED DEBT.**—Consolidated mortgage 5 p. c. bonds, authorized, \$500,000, issued, \$415,000, in escrow (see Note), \$85,000; dated Jan. 1, 1894, due 1924; int. payable Jan. and July, at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

Meriden Horse R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized, \$100,000, now outstanding, \$85,000; dated Oct. 1, 1891, due 1911; denom. \$1,000; int. payable Apr. and Oct., at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

**NOTE.**—\$85,000 of the consolidated mortgage bonds are held in escrow to retire the Meriden Horse R. R. Co.'s first mortgage bonds.

**OPERATION.**—Year ending June 30.

|                                  | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers.....    | \$106,688 | \$114,097 | \$124,021 | \$128,983 |
| " other sources.....             | 5,435     | 7,842     | 9,133     | 10,300    |
| " total.....                     | 112,123   | 121,939   | 133,154   | 139,283   |
| Operating expenses.....          | 73,912    | 77,719    | 83,486    | 89,257    |
| Earnings from operation.....     | 38,211    | 44,220    | 49,668    | 50,026    |
| Deductions from earnings.        |           |           |           |           |
| Interest on bonds.....           | 25,000    | 25,000    | 25,508    | 25,000    |
| Interest on unfunded debt.       |           |           |           | 8,792     |
| Taxes.....                       | 5,570     | 7,365     | 5,969     | 6,454     |
| Net income.....                  | 7,641     | 11,855    | 18,191    | 9,781     |
| Per cent. op. exp. to total rec. | 65.9      | 63.6      | 63.0      | 64.0      |

**OPERATING EXPENSES.**

|                                        | 1899. | 1900. | 1901.    | 1902.    |
|----------------------------------------|-------|-------|----------|----------|
| General expenses.....                  |       |       | \$11,746 | \$11,577 |
| Transportation expenses.....           |       |       | 50,641   | 55,028   |
| Maintenance of way and structures..... |       |       | 9,921    | 20,280   |
| " " equipment.....                     |       |       | 11,177   | 12,371   |
| Total.....                             |       |       | \$83,486 | \$89,257 |

**STATISTICS OF TRAFFIC.**

|                                  | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....          | 2,209,458 | 2,306,802 | 3,161,543 | 3,266,383 |
| Car miles run.....               | 587,637   | 646,409   | 691,148   | 689,012   |
| Total receipts per car mile..... | \$.190    | \$.189    | \$.193    | \$.202    |
| Op. expenses per car mile.....   | .125      | .120      | .121      | .130      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                      | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| Cost of road.....            | \$1,545,922 | \$1,564,736 |             |             |
| Cost of equipment.....       | 30,843      | 45,479      | \$1,683,378 | \$1,688,973 |
| Other permanent invest..     | 59,534      | 60,259      |             |             |
| Cash.....                    | 1,433       | 10,264      | 7,379       | 2,053       |
| Materials on hand.....       | 1,321       | 7,079       | 5,508       | 4,499       |
| Other assets.....            | 2,292       | 2,139       | 1,985       | 2,110       |
| Profit and loss (deficit)... | 42,936      | 38,020      | 28,602      | 18,821      |
| Total.....                   | \$1,684,281 | \$1,727,976 | \$1,726,852 | \$1,716,457 |

**LIABILITIES.**

|                           | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....        | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....          | 500,000     | 500,000     | 500,000     | 500,000     |
| Unfunded debt.....        | 141,900     | 156,900     | 171,400     | 161,400     |
| Accts. payable.....       | 8,955       | 60,717      | 45,711      | 45,644      |
| Acc. ins. (sink. fund)... | 9,196       | 9,068       | 8,450       | 8,121       |
| Special account.....      | 1,291       | 1,291       | 1,291       | 1,291       |
| Interest.....             | 22,939      |             |             |             |

Total.....\$1,684,281 \$1,727,976 \$1,726,852 \$1,716,457

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19.6; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T and 90 lb. girder rail; 3 horses; 33 motor cars and 6 trail cars; 67 motors; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. N. H. Heft, Sec. & Treas. W. L. Squire, Supt. W. P. Bristol.

**DIRECTORS.**—John L. Billard, John C. Byxbee, E. J. Doolittle, John M. Hall, N. H. Heft, John W. Mix, Charles L. Rockwell.

**PRESIDENT'S OFFICE.** New Haven, Conn.

**REFERENCE.**—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Dec., 1902.

b

**Meriden, Southington & Compounce Tramway Co.**—This company commenced operation about July 1, 1898.

**CAPITAL STOCK**, authorized, \$500,000, issued, \$200,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$200,000, issued, \$175,000; dated Aug. 15, 1898, due 1928; int. payable Jan. and July at office of Colonial Trust Co., of New York; trustee of mortgage, Treasurer State of Connecticut.

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Receipts from passengers..... | \$24,769 | \$36,284 | \$45,644 | \$48,030 |
| " other sources.....          | 2,408    | 2,771    | 973      | 3,178    |
| " total.....                  | 27,177   | 39,055   | 46,617   | 51,208   |
| Operating expenses.....       | 16,961   | 24,796   | 30,174   | 35,443   |
| Earnings from operation.....  | 10,216   | 14,259   | 16,443   | 15,765   |
| Deductions from earnings.     |          |          |          |          |
| Interest.....                 | 5,000    | 5,500    | 8,750    | 8,757    |
| Taxes.....                    |          | 1,300    | 2,355    | 2,365    |
| Net income.....               | 5,216    | 7,459    | 5,338    | 4,643    |
| Dividends paid.....           | 1,200    | 5,200    | 7,400    | 6,000    |
| To surplus account.....       | 4,016    | 2,259    | *2,062   | *1,357   |
| *Deficit.                     |          |          |          |          |

**OPERATING EXPENSES.**

|                               | 1899. | 1900. | 1901.    | 1902.    |
|-------------------------------|-------|-------|----------|----------|
| General expenses.....         |       |       | \$ 8,414 | \$11,406 |
| Transportation expenses.....  |       |       | 17,987   | 18,748   |
| Maintenance of equipment..... |       |       | 1,493    | 3,175    |
| " " way and buildings.....    |       |       | 2,281    | 2,115    |
| Total.....                    |       |       | \$30,174 | \$35,443 |

**STATISTICS OF TRAFFIC.**

|                                     | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------------|---------|---------|---------|---------|
| Passengers carried.....             | 495,397 | 725,686 | 874,382 | 961,820 |
| Car miles run.....                  | 218,160 | 341,390 | 370,860 | 323,654 |
| Total receipts per car mile.....    | \$.124  | \$.114  | \$.126  | \$.158  |
| Operating expenses per car mile.... | .077    | .074    | .081    | .109    |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equip..... | \$220,000 | \$260,000 | \$376,396 | \$378,973 |
| Materials and supplies..... | 627       | 1,504     | 1,961     | 4,863     |
| Cash.....                   | 3,389     | 6,052     | 1,929     | 3,365     |
| Accounts receivable.....    |           | 223       |           | 873       |
| Bills receivable.....       |           |           | 642       |           |
| Prepaid insurance.....      |           |           | 244       | 720       |
| Total.....                  | \$224,016 | \$267,779 | \$381,174 | \$388,794 |

**LIABILITIES.**

|                                | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$120,000 | \$140,000 | \$200,000 | \$200,000 |
| Funded debt.....               | 100,000   | 120,000   | 175,000   | 175,000   |
| Current liabilities.....       |           |           |           | 8,265     |
| Profit and loss (surplus)..... | 4,016     | 7,779     | 6,174     | 5,529     |
| Total.....                     | \$224,016 | \$267,779 | \$381,174 | \$388,794 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), owned 13, trackage 2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 motor cars; 500 H. P. station plant, Bass engines, West dynamos and motors, St. Louis cars, Peckham trucks.

**OFFICERS.**—Pres. Walton Clark, Philadelphia; V. Pres. A. M. Young, New York; Sec. & Treas. Lewis Lillie, Asst. Sec. & Asst. Treas. E. W. Poole, Gen. Man. J. E. Sewell.

**DIRECTORS.**—Walton Clark, Lewis Lillie, A. M. Young, J. E. Sewell, E. W. Poole.

**GENERAL OFFICE,** Meriden; Supt's office and power station, Milldale, Conn.

**PRESIDENT'S OFFICE,** Cor. Broad & Arch Sts., Philadelphia.

Date of information, Dec., 1902.

b

**MIDDLETOWN.**

Population in 1880, 6,828, in 1890, 9,013, in 1900, 9,589.

**Middletown Street Railway Co.**—Chartered May, 1864; organized 1873; road opened Sept. 14, 1887. Annual meeting third Wednesday in July. The Portland Street Ry. Co. was consolidated with this company in Jan., 1898.

**CAPITAL STOCK**, authorized, \$200,000, issued, \$135,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$200,000, issued, \$150,000; due 1915; denom. \$500; int. payable June and Dec., at Middlesex County National Bank; trustee of mortgage State Treasurer.

|                         | *9 mos. ending June 30, 1898. | 1899.   | 1900.    | 1901.    | 1902.    |
|-------------------------|-------------------------------|---------|----------|----------|----------|
| Receipts from pass. ... | \$18,139                      | \$36,77 | \$36,742 | \$37,258 | \$39,661 |
| " other sources.....    | 264                           | 3,741   | 3,679    | 332      | 452      |
| " total.....            | 18,403                        | 40,511  | 40,421   | 37,590   | 40,113   |
| Operating expenses..... | 13,551                        | 29,383  | 29,210   | 25,451   | 27,788   |
| Earnings from op.....   | 4,852                         | 11,128  | 11,211   | 12,139   | 12,325   |

Please note date of information at end of each report.

\* 1898 operation figures include the Portland Street Ry. from Jan. 29 to June 30, 1898.

**Year ending June 30,**

|                                       |                 |                 |
|---------------------------------------|-----------------|-----------------|
| General expenses.....                 | \$ 5,768        | \$ 5,689        |
| Transportation expenses.....          | 16,627          | 17,626          |
| Maintenance of way and buildings..... | 1,286           | 1,987           |
| “ “ equipment.....                    | 1,769           | 2,486           |
| Total.....                            | <u>\$25,451</u> | <u>\$27,788</u> |

**Year ending June 30.**

|                                |         |         |         |         |
|--------------------------------|---------|---------|---------|---------|
| Revenue passengers carried.... | 880,151 | 887,031 | 898,974 | 815,588 |
| Transfer " "                   |         |         |         | 134,199 |
| Car miles run.....             | 199,297 | 194,728 | 187,541 | 187,860 |
| Tot. recpts. p. car mile. .... | \$.203  | \$.207  | \$.200  | \$.214  |
| Op. exps. p. car mile.....     | .147    | .150    | .136    | .148    |

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equipment..   | \$236,668 | \$269,834 | \$272,853 | \$275,280 |
| Other permanent invest.....    | 8,500     |           |           |           |
| Cash.....                      | 485       | 1,950     | 464       | 158       |
| Accounts receivable.....       | 50        |           |           |           |
| Other assets.....              | 817       | 1,176     | 1,013     | 1,297     |
| Material and supplies.....     |           | 258       | 1,267     | 3,226     |
| Profit and loss (deficit)..... | 19,017    | 18,286    | 16,530    | 13,269    |
| Total.....                     | \$265,537 | \$291,504 | \$292,127 | \$293,530 |

|                       |                  |                  |                  |                  |
|-----------------------|------------------|------------------|------------------|------------------|
| Capital stock.....    | \$135,000        | \$135,000        | \$135,000        | \$135,000        |
| Funded debt.....      | 120,000          | 145,000          | 150,000          | 150,000          |
| Unfunded debt.....    | 9,900            | 9,350            | 4,500            | 5,800            |
| Accounts payable..... | 637              | 2,154            | 2,628            | 2,730            |
| <b>Total.....</b>     | <b>\$265,537</b> | <b>\$291,504</b> | <b>\$292,127</b> | <b>\$293,530</b> |

PLANT AND EQUIPMENT.—Miles of track (electric), 9.9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 1 horse, 13 motor cars, and 9 trail cars; 330 k. w. generators, T. H. & Eddy dynamos, Gen. Elec. motors, Brill and Jackson & Sharp cars. Brill trucks.

**OFFICERS.**—Pres. O. Gildersleeve, V. Pres. A. C. Allison, Sec. & Treas. J. K. Guy, Gen. Man. & Supt. Chas. H. Chapman, Mast. Mech. James Foley.

**DIRECTORS.**—A. C. Allison, Oliver Gildersleeve, S. H. Wagner, Jas. K. Guy, Chas. E. Graham, E. W. Goss, James Donovan.

**GENERAL OFFICE, 265 Main St., Middletown, Conn.**

REFERENCES.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Dec., 1902.

Population in 1880, 2,664, in 1890, 2,344, in 1900, 2,395.

**Montville Street Railway Co.**—Chartered May 24, 1889. Annual meeting 1st Monday in Oct.

CAPITAL STOCK, authorized, \$300,000, issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$350,000, issued \$250,000; dated May 1, 1900, due 1920; denom. \$1,000; coupon, but may be registered; subject to call after 1905, at 105; int. payable May and Nov., at office of American Loan & Trust Co. of Boston, trustee of mortgage, Treasurer of State of Connecticut.

OPERATION.—Year ending June 30.

|                               |          |          |
|-------------------------------|----------|----------|
| Receipts from passengers..... | \$66,413 | \$75,884 |
| "    " other sources.....     | 12,198   | 14,154   |
| "    total.....               | 78,611   | 90,038   |
| Operating expenses.....       | 38,439   | 47,809   |
| Earnings from operation.....  | 40,172   | 42,228   |
| Deductions from earnings.     |          |          |
| Interest.....                 | 12,500   | 12,500   |
| Taxes.....                    | 3,600    | 4,600    |
| Net income.....               | 24,071   | 25,128   |
| Dividend.....                 | 15,000   | 15,000   |
| To surplus account.....       | 9,071    | 20,128   |
| Total surplus account.....    | 10,814   | 9,803    |

Year ending June 30, 1902.

|                                        |              |
|----------------------------------------|--------------|
| General expenses.....                  | \$ 8,643     |
| Transportation expenses.....           | 30,663       |
| Maintenance of way and structures..... | 3,836        |
| "    " equipment.....                  | <u>4,668</u> |
| Total.....                             | \$47,800     |

**Year ending June 30,**

|                                      |           |           |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 1,326,338 | 1,521,901 |
| Car miles run.....                   | 191,988   | 228,760   |
| Gross receipts per car mile.....     | \$ .409   | \$ .393   |
| Operating expenses per car mile..... | .200      | .208      |

|                                    |           |           |           |
|------------------------------------|-----------|-----------|-----------|
| Cost of road.....                  | \$202,639 | \$354,500 |           |
| Cost of equipment.....             | 283,980   | 152,836   | \$511,094 |
| Other property.....                | 18,140    |           |           |
| Cash.....                          | 5,890     | 7,735     | 9,517     |
| Bills and accounts receivable..... | 2,585     | 1,791     | 1,648     |
| Materials and supplies.....        | 1,031     | 1,998     | 2,228     |
| Other assets.....                  | 409       |           |           |
| Total.....                         | \$514,674 | \$518,860 | \$524,488 |

|                                 |                  |                  |                  |
|---------------------------------|------------------|------------------|------------------|
| Capital stock.....              | \$250,000        | \$250,000        | \$250,000        |
| Funded debt.....                | 250,000          | 250,000          | 250,000          |
| Accrued interest.....           | 2,083            | 2,083            | 2,083            |
| Bills and accounts payable..... | 56               | 5,962            | 1,787            |
| Profit and loss (surplus).....  | 12,535           | 10,814           | 20,617           |
| Total.....                      | <u>\$514,674</u> | <u>\$518,860</u> | <u>\$524,488</u> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), owned 10.67, leased, 2.56; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars, Prov. engines, Gen. Elec. generators and motors, Newburyport cars, Peckham trucks.

OFFICERS.—Pres Wm. A. Tucker, Sec. W. A. Briscoe, Treas. P. L. Saltonstall, Supt. W. L. Adams, Elec'n. F. Bethel.

**DIRECTORS.**—B. P. Learned, Walter Learned, New London; Chas. W. Comstock, Montville; W. A. Briscoe, Norwich; Wm. A. Tucker, P. L. Saltonstall, Stillman F. Kelly, Boston, Mass.

**GENERAL OFFICE, Norwich, Conn.**

PRES. AND TREAS. OFFICE, 53 State St., Boston Mass.

POWER STATION, Thamesville, Conn.

Date of information. Jan., 1902.

Population in 1880, 62,882; in 1890, 86,045; in 1900, 108,027.

**New England Street Railway Co.**—Chartered Feb., 1893, under the laws of New Jersey, to control street railway properties in New England. In May, 1900, the control of this company was secured by the Fair Haven & Westville R.R. Co., and the stock of the Winchester Ave. R.R. Co., previously held by this company, was transferred to them at \$49 per share, the stock of the New England St. Ry. Co., to be reduced by the proceeds. Its affairs have since been liquidated, and the company has gone out of existence.

**Capital Stock**, authorized, \$5,000,000, issued, \$1,106,925; par value, \$25 per share. Dividends payable quarterly on Jan. 15, Apr. 15, July 15, and Oct. 15. Dividends in 1895,  $4\frac{1}{4}$  p. c.; in 1896,  $4\frac{3}{4}$  p. c.; in 1897,  $3\frac{1}{2}$  p. c.; in 1898,  $2\frac{1}{2}$  p. c.; in 1899, 3 p. c.; in Jan., 1900,  $\frac{1}{4}$  p. c.; in Apr., 1900,  $\frac{1}{4}$  p. c.; none since.

Date of information, Mar., 1903. z

Date of information, Mar., 1903.

**Winchester Avenue Railroad Co.**—Chartered June 5, 1889, in perpetuity. Annual meeting in July. In May, 1891, the New Haven & West Haven R. R. Co. was consolidated with this company. In Dec., 1895, this company leased the property of the West Shore Ry. Co. (which see for details of lease). The capital stock of this company is now controlled by the Fair Haven & Westville R. R. Co., and the road is operated by that company.

**Capital Stock**, authorized, \$1,000,000, issued, \$800,000; par value, \$25 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon and registered bonds, authorized and issued, \$500,000; dated Nov. 1, 1892, due 1912; denom. \$1,000; int. payable May and Nov., at office of First National Bank of New York, and Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

**Note.**—The first mortgage bonds are the joint obligations of the Winchester Ave. R. R. Co. and the New Haven & West Haven R. R. Co., and are a first lien on all the franchises and tangible assets of the company now owned or to be hereafter acquired.

**Please note date of information at end of each report.**

| Operation.—                             | Year ending Sept. 30, 1897. | 9 mos. ending June 30, 1898. | Year ending June 30, |           |           |
|-----------------------------------------|-----------------------------|------------------------------|----------------------|-----------|-----------|
|                                         |                             |                              | 1899.                | 1900.     | 1901.     |
| Rec't from pass...                      | \$242,870                   | \$153,911                    | \$245,109            | \$270,261 | \$285,090 |
| " other sources...                      | 5,450                       | 11,755                       | 26,833               | 8,630     | 3,701     |
| " total.....                            | 248,320                     | 164,666                      | 271,942              | 278,891   | 288,791   |
| Operating expenses.                     | 133,534                     | 101,756                      | 158,656              | 194,202   | 190,229   |
| Earn. from oper...                      | 114,786                     | 62,940                       | 113,286              | 84,689    | 98,562    |
| Deductions from earn.                   |                             |                              |                      |           |           |
| Int. on bonds...                        | 32,124                      | 29,290                       | 33,265               | 25,960    | 25,000    |
| Int. on floating debt.....              |                             |                              |                      |           | 2,340     |
| Taxes.....                              | 12,485                      | 12,776                       | 15,293               | 16,319    | 16,646    |
| Rentals.....                            |                             |                              |                      |           | 5,500     |
| Net income.....                         | 70,177                      | 20,874                       | 64,728               | 42,410    | 49,076    |
| Dividends paid....                      | 70,000                      | 49,000                       | 64,002               | 70,000    | 40,000    |
| To surplus account.                     | 177                         | 128,126                      | 726                  | 127,590   | 9,076     |
| Per cent. op. exp. to total receipts... | 53.8                        | 61.7                         | 58.3                 | 69.6      | 65.8      |
| † Deficit.                              |                             |                              |                      |           |           |

Dividends, in 1895, 1 p. c.; in 1896, 12 p. c.; in 1897, 11 p. c.; in 1898 and 1899, 10 p. c.; in 1900, 8½ p. c.; in 1901, 5 p. c.

## STATISTICS OF TRAFFIC.

|                                | 9 mos. ending June 30, 1898. | Year ending June 30, |           |           |
|--------------------------------|------------------------------|----------------------|-----------|-----------|
|                                |                              | 1899.                | 1900.     | 1901.     |
| Passengers carried.....        | 4,381,462                    | 6,014,419            | 5,957,179 | 5,713,051 |
| Car miles run.....             | 764,801                      | 1,099,558            | 1,155,372 | 1,238,326 |
| Total receipts per car mile... | \$.215                       | \$.247               | \$.241    | \$.230    |
| Operating exp. per car mile..  | .132                         | .144                 | .168      | .152      |

## Balance Sheet.—Dated June 30,

| ASSETS.                          | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------------|-------------|-------------|-------------|-------------|
| Cost of road.....                | \$ 675,123  | \$ 816,349  | \$1,153,575 | \$1,209,747 |
| " equip.....                     | 250,780     | 263,928     |             |             |
| Cash assets.....                 | 35,598      | 12,162      | 19,466      | 1,547       |
| Stock and prop'ty rights.....    | 210,000     | 210,000     | 210,000     | 210,000     |
| Real estate.....                 | 106,279     | 106,381     |             |             |
| Bills and acc'ts receivable..... | 3,149       | 2,972       | 366         | 15,481      |
| Material and sup.....            | 16,485      |             | 1,003       | 1,003       |
| Other assets.....                | 24,462      | 6,122       |             | 4,996       |
| Prof. & loss (def.).....         | 33,008      | 61,498      | 55,950      | 54,260      |
| Total.....                       | \$1,354,986 | \$1,373,031 | \$1,440,360 | \$1,497,034 |

## LIABILITIES.

|                       | 1899.       | 1900.       | 1901.       | 1902.       |
|-----------------------|-------------|-------------|-------------|-------------|
| Capital stock.....    | \$ 600,000  | \$ 800,000  | \$ 800,000  | \$ 800,000  |
| Funded debt.....      | 514,000     | 500,000     | 500,000     | 500,000     |
| Bills payable.....    | 30,000      | 52,000      | 135,250     | 196,784     |
| Accts. payable.....   | 10,675      | 18,657      | 5,110       | 250         |
| Accrued int., &c..... | 311         | 2,464       |             |             |
| Total.....            | \$1,354,986 | \$1,373,031 | \$1,440,360 | \$1,497,034 |

**Plant and Equipment.**—Miles of track (electric), 23.97, of which 4.02 is leased; gauge, 4 ft. 8½ in.; 50 lb. to 72 lb. T rail; 99 cars, of which 72 are motor cars and 27 trail cars; 1500 H. P. station plant; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Jones, L. & F., Newburyport and Stephenson cars.

**Officers.**—Pres. J. S. Hemingway, V. Pres. John B. Carrington, Sec. H. F. Spencer, Treas. Leverett Candee.

**Directors.**—Samuel Hemingway, John B. Carrington, George D. Watrous, James S. Hemingway, Wilbur F. Day, Samuel E. Merwin, Hayes Q. Trowbridge, Henry F. Parmelee, Henry F. Spencer.

**General Office,** West Haven, Conn.

Date of information, Apr., 1903.

**West Shore Railway Co.**—Chartered June 30, 1893. This company commenced operation July 1, 1894. On Dec. 15, 1895, the property of this company was leased to the Winchester Avenue R. R. Co., for 99 years, at a guaranteed rental of 5 p. c. per annum, payable semi-annually.

**Capital Stock,** authorized, \$200,000, issued, \$80,000; par value, \$25 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, and issued, \$30,000; dated July 1, 1894, due 1914, but subject to call at three months' notice; denom. \$500; int. payable Jan. and July, at office of Merchants' National Bank, of New Haven.

**Officers.**—Pres. James Dewell, Sec. & Treas. Albert E. Pond.

**Directors.**—J. D. Dewell, A. E. Pond, John B. Carrington.

**General Office,** West Haven, Conn.

Date of information, Dec., 1902.

**Fair Haven & Westville Railroad Co.**—Chartered June 20, 1860. On Nov. 1, 1898, this company purchased the property of the New Haven Street Ry. Co. and the New Haven & Centerville Street Ry. Co. Consolidation ratified by General Assembly June 15, 1899. This company has issued notes to the amount of \$851,077 to purchase a controlling interest in the capital stock of the Winchester Ave. R. R. Co.

**Capital Stock,** authorized, \$5,000,000, issued, \$3,000,000; par value, \$25 per share. Dividends payable Jan., Apr., July and Oct.

**Funded Debt.**—The funded debt of the consolidated company amounts to \$1,133,000 and consists of the prior liens of the constituent companies as follows:

New Haven Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, \$600,000; due Sept. 1, 1913; int. payable March and Sept.

New Haven Street Ry. Co.'s consolidated mortgage 5 p. c. bonds outstanding, \$250,000 (see Note); int. payable June and Dec.

New Haven & Centerville Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, \$283,000; due Sept. 1, 1933; int. payable March and Sept.

**Note.**—New Haven Street Ry. Co.'s consolidated mortgage being first mortgage on former Edgewood Ave. and second mortgage on remainder of former New Haven Street Ry. Co.'s lines.

**Operation.**—The following is a combination of the operating reports of the New Haven Street Ry. Co., the New Haven & Centerville Street Ry. Co., and the Fair Haven & Westville R. R. Co.

|                        | 4 mos. ending Oct. 31, 1898. | 8 mos. ending June 30, 1899. | Year ending June 30, |           |           |
|------------------------|------------------------------|------------------------------|----------------------|-----------|-----------|
|                        |                              |                              | 1900.                | 1901.     | 1902.     |
| Rechts. from pass..... | \$215,027                    | \$351,242                    | \$580,538            | \$621,708 | \$980,171 |
| " other sources.....   | 3,261                        | 6,646                        | 11,263               | 22,820    | 6,163     |
| " total.....           | 218,288                      | 357,888                      | 591,801              | 644,528   | 986,334   |
| Operating expenses.... | 121,972                      | 224,338                      | 332,396              | 380,073   | 627,787   |
| Earning from oper..... | 96,316                       | 133,550                      | 259,405              | 264,455   | 358,547   |
| Deduct. from earnings. |                              |                              |                      |           |           |
| Taxes.....             | 44                           | 28,756                       | 37,020               | 40,290    | 48,758    |
| Interest.....          | 22,427                       | 46,217                       | 69,922               | 62,511    | 57,737    |
| Rentals.....           |                              |                              |                      |           | 97,346    |
| Net income.....        | 73,845                       | 58,577                       | 152,463              | 161,653   | 154,706   |
| Dividends paid.....    | 79,000                       | 50,000                       | 106,250              | 125,000   | 137,500   |
| To surplus account.... | \$5,155                      | 8,577                        | 46,213               | 36,653    | 17,206    |
| Total surplus.....     |                              |                              |                      |           | 5,058     |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 72,097 |
| Transportation expenses.....           | 374,860   |
| Maintenance of way and structures..... | 105,302   |
| " " equipment.....                     | 75,527    |
| Total.....                             | \$627,787 |

## STATISTICS OF TRAFFIC.

|                                  | Year ending June 30, 1900. | 1901.      | 1902.      |
|----------------------------------|----------------------------|------------|------------|
| Passengers carried.....          | 11,666,067                 | 12,527,291 | 19,275,153 |
| Transfers.....                   |                            |            | 5,741,106  |
| Car miles run.....               | 3,067,951                  | 3,411,116  | 5,137,357  |
| Total receipts per car mile..... | \$.193                     | \$.187     | \$.192     |
| Operating expenses per car mile. | .108                       | .111       | .122       |

## Balance Sheet.—Dated June 30,

| ASSETS.                              | 1899.       | 1900.       | 1901.       | 1902.       |
|--------------------------------------|-------------|-------------|-------------|-------------|
| Cost of road.....                    | \$3,313,189 | \$3,377,597 | \$3,539,997 | \$4,112,008 |
| " equip.....                         | 300,691     | 307,615     | 323,875     |             |
| Other perm. invest....               | 69,574      | 89,156      | 105,121     | 1,675,234   |
| Cash assets.....                     | 23,423      | 28,133      | 6,312       | 53,334      |
| Whitney Ave. H. R. R. Co. stock..... |             | 29,200      | 29,500      | 29,500      |
| Misc'l assets.....                   |             |             | 8,830       | 8,479       |
| Total.....                           | \$3,706,877 | \$3,831,700 | \$4,013,635 | \$5,877,555 |

## LIABILITIES.

|                           | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....        | \$2,000,000 | \$2,500,000 | \$2,500,000 | \$3,790,400 |
| Funded debt.....          | 1,133,000   | 1,133,000   | 1,133,000   | 1,133,000   |
| Unfunded debt.....        | 565,300     | 143,641     | 288,923     | 840,000     |
| Accid't insur. fund....   | 8,267       | 16,635      | 22,549      | 34,697      |
| Other liabilities.....    |             | 270         | 270         | 5,507       |
| Profit & loss (surp.).... | 310         | 38,155      | 68,893      | 73,951      |
| Total.....                | \$3,706,877 | \$3,831,701 | \$4,013,635 | \$5,877,555 |

**Plant and Equipment.**—Miles of track (electric), 68; gauge, 4 ft. 8½ in.; 50 lb. to 74 lb T rail; 187 motor cars and 15 trail cars, 6 snow plows; Allis engines, Gen. Elec. and West. dynamos and motors, Jackson & Sharp and Brill cars, Bemis trucks.

**Officers.**—Pres. Jas. S. Hemingway, V. Pres. John B. Carrington, Sec. & Treas. Leverett Candee, Supt. T. R. Hull, Elecn. J. K. Punderford, Ch. Engr. of Power Station L. A. Farnham.

**Directors.**—Henry F. Parmelee, Samuel Hemingway, Geo. D. Watrous, James S. Hemingway, John B. Carrington, H. Q. Trowbridge, Wilbur F. Day, S. E. Merwin.

General Office, 730 Chapel St., New Haven, Conn.

References.—Operating detail, Vol. XVII, Apr. 6, '01, p. 411 (ill.); description of park, Vol. XVII, Apr. 6, '01, p. 434; description of new cars, Vol. XVII, Jan. 19, '01, p. 116 (ill.).

Date of information, Apr., 1903.

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**Manufacturers' Street Railway Co.**—Operation commenced n Dec., 1896. This road handles nothing but freight.

**Capital Stock**, authorized and issued, \$20,000; par value, \$25 per share.

**Funded Debt**.—Demand note \$13,000.

**Plant and Equipment**.—Miles of track (electric), 1.36; gauge, 4 ft. 8½ in.; 70 lb. rail; 1-30 ton Gen. Elec. electric motor.

**Officers**.—Pres. Geo. S. Barnum, V. Pres. N. W. Kendall, Sec. F. L. Bigelow, Treas. & Gen. Man. Simeon J. Fox.

**Directors**.—Geo. S. Barnum, N. W. Kendall, F. E. Williams, Simeon J. Fox.

General Office, New Haven, Conn.

Date of information, Dec., 1902.

b

### NEW LONDON.

Population in 1880, 10,537, in 1890, 13,759, in 1900, 17,548.

**New London Street Railway Co.**—Chartered 1886, in perpetuity.

**CAPITAL STOCK**, authorized, \$500,000, issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 5 p. c. gold bonds, authorized, \$150,000, issued, \$140,000, in treasury, \$10,000; coupon but may be registered; dated Oct. 1, 1893, due 1923; denom. \$1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass.; trustee of mortgage, Treasurer of Connecticut.

The unissued \$10,000 mortgage bonds now in the treasury may be issued and sold only as provided by the general laws of Connecticut.

OPERATION.—Year ending

|                             | Sept. 30, | 1898.    | 1899.    | 1900.    | 1901.    | 1902. |
|-----------------------------|-----------|----------|----------|----------|----------|-------|
| Receipts from pass. ....    | \$55,302  | \$55,919 | \$54,791 | \$65,181 | \$66,040 |       |
| " other sources. ....       | 500       | 655      | 1,134    | 102      | 6,431    |       |
| " total. ....               | 55,802    | 56,574   | 55,925   | 65,283   | 72,471   |       |
| Operating expenses. ....    | 32,512    | 32,953   | 33,782   | 41,373   | 40,731   |       |
| Earnings from operation     | 23,290    | 23,621   | 22,143   | 23,910   | 31,740   |       |
| Deduct'ns from earn'gs.     |           |          |          |          |          |       |
| Interest on bonds. ....     | 5,500     | 5,500    | 5,970    | 6,936    | 7,000    |       |
| Int. on float'g debt. ....  |           | 366      |          |          |          |       |
| Taxes. ....                 | 3,080     | 3,530    | 3,600    | 4,200    | 4,200    |       |
| Net income. ....            | 14,096    | 14,225   | 12,573   | 12,775   | 20,540   |       |
| Dividends paid. ....        | 12,375    | 12,500   | 10,000   | 10,000   | 12,500   |       |
| To surplus account. ....    | 1,721     | 1,725    | 2,573    | 2,775    | 8,040    |       |
| Total surplus account. .... | 18,510    | 7,112    | 9,703    | 12,478   |          |       |
| P. c. op. exp. to tot. rec. | 58.2      | 58.2     | 60.4     | 63.2     | 56.1     |       |

\*Deficit.

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                         |          |
|-----------------------------------------|----------|
| General expenses. ....                  | \$ 6,260 |
| Transportation expenses. ....           | 25,337   |
| Maintenance of way and structures. .... | 5,082    |
| " " equipment. ....                     | 4,051    |

Total. .... \$40,731

#### STATISTICS OF TRAFFIC.

Year ending June 30,

|                               | 1898.     | 1899.     | 1900.     | 1901.       | 1902.   |
|-------------------------------|-----------|-----------|-----------|-------------|---------|
| Rev. pass. carried } +666,844 | 1,210,526 | 1,206,018 | 1,297,122 | \$1,174,405 |         |
| Trans. " " " }                |           |           |           |             |         |
| Car miles run. ....           | †137,841  | 220,427   | 220,392   | 229,641     | 243,209 |
| Tot. rec. per c. mile         |           | \$.256    | \$.254    | \$.247      | \$.298  |
| Op. ex. per c. mile           |           | .104      | .154      | .178        | .168    |

**DIVIDENDS**—In July, 1894, 2½ p. c.; in Jan., 1895, 3 p. c.; in July, 1895, 3 p. c.; in Jan., 1896, 3½ p. c.; in July, 1896, 3½ p. c.; in Jan., 1897, 3½ p. c.; in July, 1897, 3½ p. c.; in 1898-9, 5 p. c., in 1900, 4 p. c., in 1901, 4 p. c.; in 1902, 5 p. c.

†During 9 mos. ending June 30, 1898.

**BALANCE SHEET**.—Dated

|                           | Sept. 30, | 1898.     | 1899.     | 1900.     | 1901.     | 1902. |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-------|
| ASSETS.                   |           |           |           |           |           |       |
| Cost of road. ....        | \$196,926 | \$206,718 | \$212,097 | \$315,457 |           |       |
| " equipment. ....         | 83,822    | 87,446    | 88,817    | 88,912    | \$409,204 |       |
| Other perm. invest. ....  | 104,649   | 94,952    | 102,054   |           |           |       |
| Accounts receivable. .... | 1,253     | 725       | 920       | 622       |           |       |
| Cash assets. ....         | 2,515     | 839       | 4,210     | 8,516     | 12,836    |       |
| Other assets. ....        | 121       |           |           |           | 660       |       |

Total. .... \$389,266 \$390,680 \$408,098 \$413,506 \$422,701

| LIABILITIES.               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.   |
|----------------------------|-----------|-----------|-----------|-----------|---------|
| Capital stock. ....        | \$247,500 | \$250,000 | \$250,000 | \$250,000 | 250,000 |
| Funded debt. ....          | 110,000   | 110,000   | 140,000   | 140,000   | 140,000 |
| Accru'd accident ins. .... | 4,256     |           |           |           |         |
| Bills payable. ....        |           | 23,568    | 8,395     | 11,029    |         |
| Other liabilities. ....    | 9,000     |           |           |           | 12,453  |
| Profit and loss (surp.)..  | 18,510    | 7,112     | 9,703     | 12,478    | 20,248  |

Total. .... \$389,266 \$390,680 \$408,098 \$413,506 \$422,701

**PLANT AND EQUIPMENT**.—Miles of track (electric), 8.07; gauge, 4 ft. 8½ in.; 48 and 60 lb. T rail; 23 motor cars, 2 snow plows; Greene engines, Gen. Elec. dynamos and motors, Briggs, Jones and Newburyport cars, Bemis trucks.

**OFFICERS**.—Pres. & Sec. W. Learned, Treas. W. A. Tucker, 53 State St., Boston; Supt. L. Bentley, Ch. Engr. Edward Haven.

**DIRECTORS**.—W. A. Tucker, Boston, Mass.; Aug. Brandegee, Walter Learned, Horace C. Learned, Billings Learned, Jas. Hislop, Wm. F. Belcher, New London.

GENERAL OFFICE, New London, Conn.

TREASURERS' OFFICE, 53 State St., Boston, Mass.

Date of information, Dec., 1902.

b

### NORWALK.

Connecticut Railway & Lighting Co.—See Bridgeport, Conn.

### NORWICH.

Population in 1880, 15,112, in 1890, 16,159, in 1900, 17,251.

**Norwich Street Railway Co.**—Chartered 1864. Annual meeting last Wednesday in July.

**CAPITAL STOCK**, authorized, \$600,000, issued, \$250,000; par value, \$100 per share. Dividends, 5 p. c. per annum, payable Jan. and July, at American Loan & Trust Co., of Boston.

**FUNDED DEBT**.—First mortgage 5 p. c. gold bonds, authorized and issued, \$350,000; coupon, but may be registered; dated Oct. 1, 1893, due 1923; denom. \$1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|-------------------------------|----------|----------|----------|----------|-----------|
| Receipts from pass. ....      | \$74,937 | \$76,678 | \$83,501 | \$94,538 | \$109,342 |
| " other sources. ....         | 1,170    | 967      | 941      | 1,840    | 2,469     |
| " total. ....                 | 76,107   | 77,645   | 84,442   | 95,378   | 111,811   |
| Operating expenses. ....      | 52,091   | 52,974   | 55,024   | 58,087   | 66,661    |
| Earnings from operation       | 24,016   | 24,671   | 29,418   | 38,292   | 45,150    |
| Deductions from earnings.     |          |          |          |          |           |
| Interest on bonds. ....       | 13,250   | 13,250   | 14,563   | 15,460   | 17,500    |
| Int. on floating debt. ....   | 679      | 597      |          | 910      | 1,195     |
| Taxes. ....                   | 4,525    | 4,725    | 4,800    | 4,800    | 5,200     |
| Net income. ....              | 5,562    | 6,099    | 10,055   | 17,121   | 21,255    |
| Dividends paid. ....          | 5,000    | 5,000    | 5,000    | 8,750    | 11,250    |
| Loss on sale of park. ....    |          |          |          | 5,943    |           |
| To surplus account. ....      | 562      | 1,099    | 5,055    | 2,428    | 10,005    |
| Total surplus account. ....   | 13,191   | 7,544    | 12,167   | 14,595   |           |
| P. c. op. exp. to total recs. | 68.4     | 68.2     | 65.1     | 60.3     | 59.6      |

\* Deficit.

**DIVIDENDS**, in 1895, 1896 and 1897, 5 p. c.; in 1898, 1899 and 1900, 2 p. c.; in 1901, 3½ p. c.; in 1902, 4½ p. c.

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                         |          |
|-----------------------------------------|----------|
| General expenses. ....                  | \$10,013 |
| Transportation expenses. ....           | 39,888   |
| Maintenance of way and structures. .... | 8,602    |
| " " equipment. ....                     | 8,158    |

Total. .... 66,661

#### STATISTICS OF TRAFFIC.

Year ending June 30,

|                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Rev. pass. carried. }  | 1,777,735 | 1,821,115 | 1,943,084 | 2,149,866 | 2,186,833 |
| Trans. " " " }         |           |           |           |           |           |
| Car mile run. ....     | 297,380   | 295,083   | 324,974   | 362,505   | 401,324   |
| Tot. rec. per c. m.    | \$.256    | \$.263    | \$.260    | \$.266    | \$.279    |
| Op. ex. per c. m. .... | .175      | .179      | .170      | .150      | .166      |

**BALANCE SHEET**.—Dated

|                           | Sept. 30, | 1898.     | 1899.     | 1900.     | 1901.   | 1902. |
|---------------------------|-----------|-----------|-----------|-----------|---------|-------|
| ASSETS.                   |           |           |           |           |         |       |
| Cost of road. ....        | \$411,747 | \$417,491 | \$431,158 | \$509,628 | 676,052 |       |
| " equipment. ....         | 94,256    | 94,293    | 98,367    | 114,436   |         |       |
| Other perm. invest. ....  | 36,615    | 35,966    | 35,966    | 24,290    |         |       |
| Accounts receivable. .... | 885       | 701       | 427       | 390       |         |       |
| Cash on hand. ....        | 142       | 3,107     | 9,772     | 3,789     | 3,846   |       |
| Other assets. ....        |           | 250       | 250       |           | 355     |       |

Total. .... \$543,645 \$551,808 \$575,940 \$651,533 \$680,253

| LIABILITIES.           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....     | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 |
| Funded debt.....       | 265,000   | 265,000   | 300,000   | 350,000   | 350,000   |
| Unfunded debt.....     |           | 17,000    |           | 16,000    | 38,000    |
| Accounts payable....   | 18,437    | 8,952     | 9,483     | 16,563    |           |
| Other liabilities..... |           | 3,312     | 4,290     | 4,375     | 17,653    |
| Profit & loss (surp.). | 10,208    | 7,544     | 12,167    | 14,595    | 24,600    |
| Total.....             | \$543,645 | \$551,808 | \$575,940 | \$651,533 | \$680,253 |

PLANT AND EQUIPMENT.—Miles of track (electric), 12.46; gauge, 4 ft. 8½ in.; 48 lb. to 60 lb. T and 90 lb. girder rail; 2 horse cars, 35 motor cars and 2 trail cars; Greene engines, Gen. Elec. dynamos and motors, Newburyport cars, Bemis, Peckham and Brill trucks.

OFFICERS.—Pres. Billings P. Learned, Sec. Supt. & Pur. Agt. W. L. Adams, Treas. W. A. Tucker, Elecn. H. Myers, Ch. Elecn. J. Ducpeich.

DIRECTORS.—Billings P. Learned, Costello Lippitt, W. A. Tucker, W. A. Briscoe, Walter C. Noyes, S. B. Meech, Asa Backus.

GENERAL OFFICE, Norwich, Conn. Treasurer's office, 53 State St., Boston.

Date of information, Dec., 1902.

b

### PUTNAM.

Population, in 1900, 7,348.

The People's Tramway Co.—Chartered June 30, 1893, organized Apr. 26, 1898, as a consolidation of The People's Tramway Co., of Danielson, Conn., and The Putnam & Thompson Street Railway Co., of Putnam, Conn.

CAPITAL STOCK, authorized, \$400,000, issued June 30, 1900, \$200,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized and issued, \$600,000; dated Oct. 2, 1899, due Jan. 1, 1930; denom. \$1,000; sinking fund of 1½ p. c., beginning 1904; int. payable Jan. and July, at office of Colonial Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

|                               | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|
| Receipts from passengers..... | \$29,414 | \$55,749 | \$59,106 |
| " " other sources.....        | 1,481    | 431      | 1,454    |
| " total.....                  | 30,895   | 56,180   | 60,560   |
| Operating expenses.....       | 15,884   | 38,294   | 44,648   |
| Earnings from operation.....  | 15,011   | 17,886   | 15,912   |
| Taxes.....                    | 122      | 4,917    | 6,286    |
| Interest on funded debt.....  |          | 15,000   | 15,000   |
| Net income.....               | 14,889   | *2,031   | *5,375   |

\*Deficit.

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 8,767 |
| Transportation expenses.....           | 28,782   |
| Maintenance of way and structures..... | 2,463    |
| " " equipment.....                     | 4,635    |
| Total.....                             | \$44,648 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 1,109,662 | 1,180,019 |
| Car miles run.....                   | 343,488   | 382,582   |
| Total receipts per car mile.....     | \$.164    | \$.158    |
| Operating expenses per car mile..... | \$.111    | \$.117    |

BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1900.     | 1901.     | 1902.       |
|-----------------------------|-----------|-----------|-------------|
| Cost of road and equip..... | \$700,000 | \$920,000 | \$1,025,000 |
| Accounts receivable.....    | 8,684     | 23,749    | 3,470       |
| Other assets.....           | 375       | 2,054     | 3,212       |
| Cash.....                   | 7,482     | 1,353     | 2,530       |
| Total.....                  | \$716,541 | \$947,757 | \$1,034,211 |

#### LIABILITIES.

|                                |           |           |             |
|--------------------------------|-----------|-----------|-------------|
| Capital stock.....             | \$200,000 | \$320,000 | \$400,000   |
| Funded debt.....               | 500,000   | 600,000   | 600,000     |
| Accounts payable.....          | 14,889    | 14,899    | 26,608      |
| Profit and loss (surplus)..... | 1,652     | 12,858    | 7,603       |
| Total.....                     | \$716,541 | \$947,757 | \$1,034,211 |

PLANT AND EQUIPMENT.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 56 and 72 lb. T rail; 20 motor cars; 3,000 H. P. steam and water power plant, West. generators and motors, Jones and Wason cars, Peckham trucks.

OFFICERS.—Pres. F. A. Jacobs, Sec. & Treas. H. H. Porter, Jr., Gen. Man. E. N. Sanderson, Supt. J. E. S. Cain, Ch. Engr. C. L. Russell.

DIRECTORS.—F. A. Jacobs, Warren D. Chase, Harry E. Back, Danielson; H. Hobart Porter, Jr., E. N. Sanderson, 31 Nassau St.,

N. Y. City; R. L. Warner, Brookline, Mass.; J. S. Thornton Putnam, Conn.; J. Boies Potter, Webster, Mass.

GENERAL OFFICE, Putnam, Conn.

TREASURER'S OFFICE, 31 Nassau St., New York.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, 'or p. 436.

Date of information, Jan., 1902.

b d

The Danielson & Norwich Street Railway Co.—Chartered Aug. 31, 1901.

CAPITAL STOCK, authorized and issued, \$50,000.

OFFICERS.—Pres. Frederick A. Jacobs, Sec. Harry E. Back, Treas. and Gen. Man. Edwin N. Sanderson, Supt. J. E. S. Cain.

DIRECTORS.—E. N. Sanderson, Frederick A. Jacobs, Harry E. Back.

GENERAL OFFICE, Putnam, Conn.

TREASURER'S OFFICE, 31 Nassau St., New York.

Date of information, Dec., 1902.

b

The Worcester & Connecticut Eastern Railway Co.—This company was chartered Aug. 31, 1901, as the Thompson Tramway Co., and the corporate name was changed to the above by the Superior Court for New Haven County on Jan. 24, 1902.

CAPITAL STOCK, authorized and issued, \$50,000.

OFFICERS.—Pres. F. A. Jacobs, Sec. Harry E. Back, Treas. and Gen. Man. E. N. Sanderson, Supt. J. Boies Potter.

DIRECTORS.—E. N. Sanderson, F. A. Jacobs, Harry E. Back.

GENERAL OFFICE, Putnam, Conn.

Date of information, Dec., 1902.

b

### STAMFORD.

Population in 1880, 11,297, in 1890, 15,700, in 1900, 18,839.

Stamford Street Railroad Co.—Chartered July 3, 1889, as a re-organization of the Stamford Horse R. R. Co., which was chartered Aug. 9, 1886.

CAPITAL STOCK, authorized, \$100,000, issued, \$92,240.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$75,000; dated 1886, due Aug. 1, 1909; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,

|                      | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------|----------|----------|----------|----------|----------|
| Rec from pass.....   | \$48,311 | \$49,730 | \$51,535 | \$58,518 | \$63,983 |
| " other sources..... | 250      | 312      | 250      | 250      | 250      |
| " total.....         | 48,561   | 50,042   | 51,795   | 58,768   | 64,233   |
| Op. expenses.....    | 39,581   | 36,412   | 33,793   | 36,293   | 40,211   |

Earnings from op. .... 8,980 13,630 17,992 22,475 24,022

Deductions from earnings.  
Taxes..... 1,500 1,662 2,072 2,102 2,122  
Int. on funded debt 3,750 3,750  
Int. on floating debt 7,017 7,033

Net income..... 8,480 11,968 15,920 9,606 11,118

#### OPERATING EXPENSES.

| Year ending June 30,                  | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 3,195 | \$ 3,743 |
| Transportation expenses.....          | 27,696   | 29,910   |
| Maintenance of way and buildings..... | 2,296    | 1,548    |
| " " equipment.....                    | 3,107    | 5,010    |
| Total.....                            | \$36,293 | \$40,211 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,    | 1898.   | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|---------|-----------|-----------|-----------|-----------|
| Rev. pass. carried.....  | 987,877 | 1,025,325 | 1,064,452 | 1,472,243 | 1,327,617 |
| Trans. " " ".....        |         |           |           |           | 315,066   |
| Car miles run.....       | 317,080 | 314,000   | 329,283   | 370,450   | 384,254   |
| To. rec. p car mile..... | \$.143  | \$.160    | \$.157    | \$.159    | \$.167    |
| Op. ex. p car mile.....  | .125    | .116      | .102      | .098      | .105      |

BALANCE SHEET.—Dated

| ASSETS.                | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Const. & equip... ..   | \$308,690 | \$308,747 | \$317,341 | \$342,737 | \$360,624 |
| Mater'ls on hand ..    | 221       | 389       | 6,638     | 1,900     | 4,615     |
| Other assets.....      | 272       | 503       | 559       | 566       | 7,433     |
| Cash.....              | 5,991     | 5,973     | 1,515     | 6,260     | 2,241     |
| Profit & loss (def.).. | 39,703    | 42,526    | 37,084    | 27,479    | 16,362    |
| Total.....             | \$354,877 | \$358,138 | \$363,137 | \$378,943 | \$391,275 |

#### LIABILITIES.

|                       |           |           |           |           |           |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock... ..   | \$ 92,240 | \$ 92,240 | \$ 92,240 | \$ 92,240 | \$ 92,240 |
| Funded debt.....      | 75,000    | 75,000    | 75,000    | 75,000    | 75,000    |
| Unfunded debt....     | 146,927   | 143,837   | 136,244   | 145,744   | 143,017   |
| Acc'ts payable.....   | 4,860     | 2,698     | 6,346     | 3,084     | 10,885    |
| Other liabilities.... | 2,504     | 2,478     | 2,220     | 1,458     |           |
| Interest.....         | 33,646    | 41,885    | 51,087    | 61,417    | 10,133    |
| Total.....            | \$354,877 | \$358,138 | \$363,137 | \$378,943 | \$391,275 |

Please note date of information at end of each report.



**PLANT AND EQUIPMENT.**—Miles of track (electric), 12.69; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 horses; 20 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson, St. Louis, Brill, Laclede and Briggs cars.

**OFFICERS.**—Pres. N. H. Heft, V. Pres. W. W. Gillespie, Sec. & Treas. W. L. Squire, Supt. Geo. W. Peirce.

**DIRECTORS.**—Nathan H. Heft, Bridgeport, Conn.; William W. Gillespie, Julius B. Curtis, George H. Hoyt, Samuel Fessenden, Robert A. Fosdick, Stamford, Conn.; John M. Hall, New Haven, Conn.

**GENERAL OFFICE,** New Haven, Conn.

Date of information, Dec., 1902.

### SUFFIELD.

Population in 1900, 3,169.

**Suffield Street Railway Co.**—Chartered July 13, 1901.

**CAPITAL STOCK,** authorized \$300,000, issued \$50,000.

**OPERATION.**—Year ending June 30, 1902.

|                              |         |
|------------------------------|---------|
| Total receipts.....          | \$4,596 |
| Operating expenses.....      | 3,468   |
| Earnings from operation..... | 1,128   |
| Deductions from earnings     |         |
| Taxes.....                   | 274     |
| Interest.....                | 305     |
| Net income.....              | 546     |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                         |        |
|-------------------------|--------|
| Passengers carried..... | 91,922 |
| Car miles run.....      | 51,858 |

**BALANCE SHEET.**—Dated June 30, 1902.

| Assets.                    |          | Liabilities.              |          |
|----------------------------|----------|---------------------------|----------|
| Cost of road and equip.... | \$72,421 | Capital liabilities.....  | \$50,000 |
| Cash .....                 | 1,542    | Loan and notes payable .. | 23,000   |
|                            |          | Other liabilities.....    | 963      |
| Total .....                | \$73,963 | Total .....               | \$73,963 |

**PLANT AND EQUIPMENT.**—Miles of track (electric) 4.91; 66 lb. T rail, 4 cars.

**OFFICERS.**—Pres. Frederick Harris, Sec. & Treas. Geo. W. Cook, Supt. Edw. S. Goldthwait.

**DIRECTORS.**—Frederick Harris, John Olmstead, A. W. Daman, Geo. W. Cook, Springfield, Mass.; Chas. L. Spencer, Leavitt P. Bissell, Waldo S. Knox, Edmund Halladay, Dwight S. Fuller, Edw. S. Goldthwait.

**GENERAL OFFICE,** Suffield, Conn.

Date of information, Dec. 1902.

### THOMPSONVILLE.

Population (including Enfield) in 1890, 4,663, in 1900, 6,699.

**Hartford & Springfield Street Railway Co.**—This company is the successor to the Enfield & Longmeadow Electric Railway Co., which was chartered Feb. 11, 1895, in perpetuity. Municipal franchise granted in 1896. Annual meeting in Oct. Operation began Nov. 17, 1896.

**CAPITAL STOCK,** authorized, \$500,000, issued, \$400,000.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized, \$600,000, issued, \$400,000, in treasury, \$50,000; dated July 1, 1901; due 1921; denom. \$500 and \$1,000; int. payable Jan. and July., at office of American Loan & Trust Co., Boston, Mass., trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                              | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Total receipts.....          | \$24,143 | \$25,226 | \$25,206 | \$44,709 |
| Operating expenses.....      | 18,772   | 21,996   | 24,620   | 30,982   |
| Earnings from operation..... | 5,371    | 3,230    | 586      | 7,727    |
| Deductions from earnings.    |          |          |          |          |
| Interest.....                | 5,000    | 5,000    | 5,610    | 7,583    |
| Taxes.....                   | 947      | 1,013    | 957      | 2,525    |
| Deficit.....                 | 576      | 2,783    | 5,980    | 2,381    |
| Total surplus.....           |          |          | 5,020    | *2,408   |
| *Deficit.                    |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30,                   |  | 1902.    |
|----------------------------------------|--|----------|
| General expenses.....                  |  | \$ 4,576 |
| Transportation expenses.....           |  | 26,653   |
| Maintenance of way and structures..... |  | 539      |
| " " equipment.....                     |  | 5,215    |
| Total.....                             |  | \$36,982 |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                  | 1899.   | 1900.   | 1901.   | 1902.   |
|----------------------------------|---------|---------|---------|---------|
| Passengers carried.....          | 480,258 | 460,912 | 510,639 | 883,722 |
| Car miles run.....               | 190,044 | 177,680 | 181,801 | 290,967 |
| Total receipts per car mile..... | \$.127  | \$.142  | \$.139  | \$.153  |
| Op. ex. per car mile.....        | .098    | .124    | .135    | .127    |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                        |           | 1899.     | 1900.     | 1901.     | 1902. |
|--------------------------------|-----------|-----------|-----------|-----------|-------|
| Cost of road and equipment.... | \$216,700 | \$216,898 | \$216,700 | \$216,519 |       |
| Materials on hand.....         | 503       | 766       |           |           |       |
| Accts. receivable.....         | 301       | 301       |           |           | 642   |
| Cash on hand.....              | 823       | 738       | 127       | 17        |       |
| Investment.....                |           |           | 5,000     | 5,000     |       |
| Profit and loss (deficit)..... | 2,423     | 4,893     |           |           | 2,281 |
| Total .....                    | \$220,750 | \$223,596 | \$221,827 | \$223,459 |       |

#### LIABILITIES.

|                                 |           |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....              | \$116,700 | \$116,700 | \$121,700 | \$400,000 |
| Funded debt.....                | 100,000   | 100,000   | 100,000   | 400,000   |
| Bills and accounts payable..... | 4,050     | 6,896     |           | 23,459    |
| Profit and loss (surplus).....  |           |           | 127       |           |
| Total .....                     | \$220,750 | \$223,596 | \$221,827 | \$823,459 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 300 H. P. station plant; Ideal engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

**OFFICERS.**—Pres. P. L. Saltonstall, Boston, Mass.; Sec. Arthur Perkins, Hartford, Conn.; Treas. Chauncey Eldridge, Boston, Mass.; Supt. Geo. B. Larrabee, Thompsonville, Conn.

**DIRECTORS.**—P. L. Saltonstall, Chauncey Eldridge, S. Reed Anthony, Boston, Mass.; Arthur Perkins, Francis R. Cooley, Lewis Sperry, Hartford, Conn.; Lyman A. Upson, Thompsonville, Conn.

**GENERAL OFFICE,** Main Street, Thompsonville, Conn. Treasurer's office, 53 State St., Boston, Mass.

**REFERENCES.**—Opening of road, Vol. XVIII, Jan. 18, '02, p. 83 map; description of road, Vol. XIX, Feb. 1, '02, p. 126 (ill.).

Date of information, Dec., 1902.

### TORRINGTON.

Population in 1880, 3,327, in 1890, 6,048, in 1900, 12,453.

**Torrington & Winchester Street Railway Co.**—Chartered in March, 1897. Annual meeting second Monday in Oct. This road is operated from Torrington to Winsted, 13 miles, 10 miles being built on private rights of way.

**CAPITAL STOCK,** \$200,000; par value \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$150,000; dated Dec. 1, 1897, due 1917; denom. \$1,000; int. payable June and Dec. at Hurlburt National Bank, of Winsted, Conn.; trustee of mortgage, State Treasurer of Connecticut.

**OPERATION.**—Year ending June 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Receipts from passengers..... | \$40,165 | \$42,243 | \$42,800 | \$47,215 |
| " other sources .....         | 165      | 170      | 121      | 36       |
| " total .....                 | 40,330   | 42,413   | 42,921   | 47,251   |
| Operating expenses.....       | 21,667   | 28,096   | 28,619   | 25,080   |
| Earnings from operation.....  | 18,663   | 14,317   | 14,302   | 22,171   |
| Deductions from earnings.     |          |          |          |          |
| Interest .....                | 8,080    | 8,444    | 8,423    | 8,390    |
| Taxes .....                   | 2,165    | 1,903    | 1,985    | 1,970    |
| Other deductions.....         |          | 1,903    |          |          |
| Net income.....               | 8,428    | 3,970    | 3,894    | 11,811   |
| Dividends paid.....           | 5,000    |          | 5,000    | 18,320   |
| To surplus account.....       | 3,428    | 3,970    | *1,106   |          |
| Total surplus account.....    | 6,108    | 8,404    |          | *7,378   |
| *Deficit.                     |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30,                   |  | 1901.    | 1902.    |
|----------------------------------------|--|----------|----------|
| General expenses.....                  |  | \$ 5,689 | \$ 4,963 |
| Transportation expenses.....           |  | 17,493   | 18,320   |
| Maintenance of way and structures..... |  | 4,011    | 746      |
| " " equipment.....                     |  | 1,427    | 1,050    |
| Total.....                             |  | \$28,619 | \$25,080 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,               |  | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------------|--|---------|---------|---------|---------|
| Passengers carried.....            |  | 844,984 | 885,619 | 912,301 | 956,972 |
| Car miles run.....                 |  | 247,527 | 237,696 | 231,421 | 233,283 |
| Passenger receipts per car mile .. |  | \$.163  | \$.178  | \$.185  | \$.203  |
| Operating exps. per car mile ..    |  | .087    | .118    | .124    | .107    |

Please note date of information at end of each report.



## BALANCE SHEET.—Dated June 30, 1898.

| ASSETS.                         | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Cost of road .....              | \$335,294 | \$336,308 | \$380,257 | \$398,456 |
| " " equipment .....             | 42,255    | 43,325    |           |           |
| Cash .....                      | 2,043     | 3,104     | 1,266     | 904       |
| Insurance (unexpired) .....     | 350       | 22        | 21        | 418       |
| Interest in advance .....       | 625       | 110       | 111       | 110       |
| Accounts receivable .....       | 620       | 883       | 72        |           |
| Materials and supplies .....    | 700       | 430       | 921       | 2,074     |
| Total .....                     | \$381,887 | \$384,182 | \$382,648 | \$401,963 |
| LIABILITIES.                    |           |           |           |           |
| Capital stock .....             | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Funded debt .....               | 150,000   | 150,000   | 150,000   | 150,000   |
| Bills and accts. payable .....  | 25,154    | 25,153    | 26,000    | 34,490    |
| Accrued interest .....          | 625       | 625       | 625       | 628       |
| Profit and loss (surplus) ..... | 6,108     | 8,404     | 6,023     | 16,844    |
| Total .....                     | \$381,887 | \$384,182 | \$382,648 | \$401,963 |

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge 4 ft. 8½ in.; 56 lb. T rail; 14 motor cars; Slater engines; Gen. Elec. dynamos and motors, Massachusetts cars, Peckham trucks.

OFFICERS.—Pres. James Alldis, V. Pres. Geo. B. Alvord, Sec. & Treas. S. A. Herman, Supt. Charles Alldis, Ch. Engr. of Power Station Wm. Hallenbeck, M. M. Geo. Chapman.

DIRECTORS.—S. A. Herman, James Alldis, John F. Alvord, Geo. B. Alvord, Henry Gay, F. F. Fuessenick, E. H. Hotchkiss.

GENERAL OFFICE, Winsted, Conn.

REFERENCES.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Jan., 1903.

b d

## WATERBURY.

Connecticut Railway & Lighting Co.—See Bridgeport, Conn.

## WILLIMANTIC.

Population in 1900, 8,937.

Willimantic Traction Co.—This road is under construction.

OFFICERS.—Pres. W. D. Grant, Willimantic; V. Pres. Walter H. Clark, Hartford; Sec. Wm. A. Arnold, Willimantic; Treas. Thomas F. Cavanagh, Boston.

Date of information, Jan., 1903.

d

## DELAWARE.

## WILMINGTON.

Population in 1880, 42,478, in 1890, 61,431, in 1900, 76,508.

Wilmington & Chester Traction Co.—Chartered in Mar., 1898. This company is a consolidation of the street railways of Wilmington, Del., and Chester, Pa., and operates the Wilmington City Ry. and the property of the Chester Traction Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia, Pa.

Capital Stock, authorized, \$2,000,000; par value, \$50 per share.

Funded Debt.—Collateral trust 5 p. c. gold bonds, authorized, \$4,000,000, issued, \$1,705,000; in escrow (see Note), \$1,695,000; in treasury, \$600,000; dated Apr. 1898, due 1918; denom. \$500 and \$1000; int. payable Apr. and Oct.; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the collateral trust bonds, \$1,705,000 have been issued for the purchase of the capital stock of the Chester Traction Co. and the Wilmington City Ry. Co., \$1,695,000 are held in escrow to retire underlying securities and \$600,000 are reserved in the treasury for future improvements, extensions, etc.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. Bell, Supt. C. R. Van Trump.

Plant and Equipment.—Miles of track (electric) 71; 215 cars.

Date of information, Mar., 1903.

z

Wilmington City Railway Co.—Chartered Feb. 4, 1864. This company controls and operates the Front & Union Street Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, \$520,000; par value, \$10 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$600,000; dated Sept. 1, 1891, due, 1911, but subject to call on or after Sept. 1, 1901; denom. \$500; int. payable Mar. and Sept., at office of Equitable Guarantee & Trust Co., of Wilmington, trustee of mortgage.

Dividends.—5 p. c. per annum, payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 34; gauge, 5 ft. 2 in.; 58 lb. and 90 lb. T and girder rail; 87 motor cars; Gen. Elec. dynamos, West. motors.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Jr., Sec. & Treas. W. S. Bell, Asst. Treas. T. W. Grookett, Jr., Supt. C. R. Van Trump.

Directors.—John A. Rigg, Henry C. Moore, R. M. Carson, Thos. S. Bellah, Wm. S. Bell, P. J. Ford, K. A. Fichthorn.

General Office, Delaware Ave. and Dupont St., Wilmington, Del.

Date of information, Mar., 1903.

z

Front & Union Street Passenger Railway Co.—Chartered 1881. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, \$300,000.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 5 ft. 2 in.; 32 lb. to 70 lb. T and girder rail.

Officers.—Pres. E. J. Moore, V. Pres. J. M. Colton, Sec. & Treas. T. S. Bellah.

Directors.—E. J. Moore, J. M. Colton, Sam'l C. Biddle, Edw. Bringham, Jr., J. P. Pyle, Willard Saulsbury.

General Office, Front and Union Sts., Wilmington, Del.

Date of information, Mar., 1903.

z

Wilmington & New Castle Electric Railway Co.—This company owns a perpetual charter. It commenced operation in Mar., 1897. The company's charter permits it to carry passengers and freight, and it supplies electric light to the city of New Castle, and town of Farnhurst, Del. This company has leased the New Castle & Delaware City Ry. (9 miles), for 99 years, from 1900.

Capital Stock, authorized and issued, \$175,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, \$150,000 (see Note); coupon, but may be registered; dated Aug. 1, 1896, due 1926; denom. \$500 and \$1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

Debtore bonds \$25,000; dated Aug. 1, 1897, due 1907; int. payable Feb. and Aug.

Note.—The mortgage provides that \$2,000 per annum shall be passed to a sinking fund after Aug., 1901.

Dividends.—Feb. 1 and Aug. 1, 1900, 2 p. c.; in 1901-1902, 6 p. c.

Plant and Equipment.—Miles of track (electric) owned, 7, leased, 9; gauge, 5 ft. 2½ in.; 58 lb. T and 70 lb. girder rail; 14 motor cars, 2 freight cars, 1 snow plow; Gen. Elec. dynamos and motors.

Officers.—Pres. H. L. Evans, Wilmington, Del.; V. Pres. W. Saulsbury, Sec. C. P. Holcomb, New Castle, Del.; Treas. F. R. Morrison, Supt. & Pur. Agt. John V. Diener, New Castle, Ch. Engr. Power Sta. M. K. Lancaster, Mast. Mech. Geo. Unger.

Directors.—F. H. Treat, J. G. Vogler, J. B. Seybert, H. A. Richardson, P. L. Cooper, P. J. Ford, C. P. King.

General Office, New Castle, Del.

Date of information, Feb., 1903.

d

New Castle & Delaware City Railway Co.—This company owns a perpetual charter, and has the right to carry passengers and freight. Railway extends from New Castle to Dobbinsville, thence to Delaware City, Del., 9 miles, and is leased to the Wilmington & New Castle Electric Ry. Co., for the term of 99 years.

Capital Stock, authorized and issued, \$75,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, \$125,000; dated Mar. 1, 1900, due 1930; denom. \$1,000; int. payable Mar. and Sept., at the office of Security Trust & Safe Deposit Co., of Wilmington, Del., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge 5 ft. 2½ in.; 60 lb. T and 76 lb. girder rail.

Officers.—Pres. Harry A. Richardson, Sec. P. L. Cooper, Treas. Peter J. Ford.

Directors.—Harry A. Richardson, Peter L. Cooper, Peter J. Ford, Frederick H. Treat, John G. Vogler, Clarence P. King.

Date of information, Feb., 1901.

z

Elmsmere & Wilmington Electric Railway Co.—This road is controlled by the People's Ry. Co., of Wilmington.

Capital Stock, authorized, \$300,000, issued, \$50,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge 5 ft. 2 in.; 2 motor cars; rent power.

Officers.—Pres. Daniel W. Taylor, V. Pres. W. W. Pusey, Sec. & Treas. W. J. Ellison.

General Office, Wilmington, Del.

Date of information, Feb., 1900.

z

Delaware Suburban Railway Co.—This company has 19 miles of road under construction from Wilmington, Del., to Elkton, Md. Road will be completed about Sept. 1, 1903.

Officers.—Pres. Geo. E. Schlegelmilch, Philadelphia, Pa.; V. Pres. John W. Schmidt, Sec. Ricketts Nelson, Elkton, Md.; Treas.

Please note date of information at end of each report.

W. W. Hess, Philadelphia, Pa.; Man., Pur. Agt. & Engr. H. R. Fothergill.

General Office, Wilmington, Del.

Date of information, Jan. 1903.

d

**People's Railway Co.**—This company controls the Wilmington & Brandywine Springs Ry. and the Wilmington & Elmsmere Electric Ry.

**Plant and Equipment.**—Miles of track (electric) 26; gauge 5 ft. 2 in.; 64 cars.

**Officers.**—Pres. S. Garland, V. Pres. J. P. Allmond, Sec. L. H. Ball, Treas. T. F. Barry, Philadelphia, Pa.; Man. R. W. Crook.

General Office.—Sixth and Hawley Sts., Wilmington, Del.

Date of information Jan., 1903.

d

## DISTRICT OF COLUMBIA.

### WASHINGTON.

Population in 1880, 177,624, in 1890, 230,392, in 1900, 278,718.

**Washington Railway & Electric Company.**—Incorporated as the Washington & Great Falls Electric Railway Co., July 29, 1892, by special Act of Congress; on Feb. 1, 1902, the name was changed to Washington Railway & Electric Co. On Feb. 4, 1902, this company purchased the assets of the Washington Traction & Electric Co., which were sold under foreclosure on Nov. 24, 1901, in pursuance of a plan for the reorganization of that company's finances. This plan of reorganization is dated Aug. 1, 1901. It provided for the foreclosure of the collateral trust mortgage of the Washington Traction & Electric Co., and the formation of a new company with authority to issue (a) \$17,500,000 4 p. c. 50 year gold bonds; (b) \$8,500,000 5 p. c. preferred stock cumulative after June 1, 1904, (c) \$6,500,000 common stock. Holders of old collateral trust bonds received for each \$1,000 bond, \$550 in new 4 p. c. bonds, \$550 in new preferred stock, and \$200 in new common stock. Each \$100 share of old stock on payment of \$9 per share received \$9 in new preferred stock and \$30 in new common stock. It was also proposed to consolidate the United States Electric Lighting Co. and the Potomac Electric Power Co., and place a mortgage on the combined plants to secure bonds aggregating \$2,500,000. On Feb. 4, 1902, the properties of the Metropolitan Railroad Co. and the Columbia Railway Co. were acquired by deed in fee subject to their mortgage debt. In addition to the mileage actually owned by this company (54.30) it controls through stock ownership other street railroads in the District of Columbia and State of Maryland with an aggregate track mileage of 91.22 miles, making the total track mileage of the system 145.52. It also controls the Potomac Electric Power Co., the only electric light and power company in the city, and the Great Falls Power Co., which has valuable undeveloped water power rights at the Great Falls of the Potomac River. The companies controlled, with their mileage, their total outstanding capital stock, the amount owned by the Washington Railway & Electric Co., and the amount not owned by the Washington Railway & Electric Co. are as follows.

|                                                 | Mileage. | Capital Stock. | Amount Owned. | Amount not Owned. |
|-------------------------------------------------|----------|----------------|---------------|-------------------|
| Anacostia & Potomac River R. R. Co.....         | 16.40    | \$2,000,000    | 1,993,250     | 6,750             |
| Brightwood Ry. Co.....                          | 11.90    | 108,500        | 108,250       | 250               |
| City & Suburban Ry. Co....                      | 31.80    | 1,750,000      | 1,530,100     | 219,900           |
| Georgetown & Ten'town... Ry. Co.....            | 8.80     | 200,000        | 156,650       | 43,350            |
| Wash. & Glen Echo Ry. Co..                      | 8.81     | 200,000        | 197,150       | 2,850             |
| Wash. & Rockville Ry. Co..                      | 10.61    | 50,000         | 50,000        |                   |
| Wash., Woodside & Forest Glen Ry. & Power Co... | 2.90     | 25,000         | 25,000        |                   |
| Total Railways.....                             | 91.22    | \$4,333,500    | 4,060,040     | 273,100           |
| Potomac Elec. Power Co....                      |          | 5,000,000      | 5,000,000     |                   |
| Great Falls Power Co.....                       |          | 500,000        | 333,400       | 166,600           |
| Grand total.....                                |          | \$9,833,500    | 9,393,800     | 439,700           |

The Washington Ry. & Electric Co. also owns the following mortgage debt of the above named controlled companies:

|                                                                                                                |  |
|----------------------------------------------------------------------------------------------------------------|--|
| Entire issue of \$100,000 Brightwood Ry. Co. 2nd mortg. 6 p. c. bonds                                          |  |
| " " " 70,000 Geo. & Tennallytown 1st " " "                                                                     |  |
| " " " 30,000 " " " 2nd " " "                                                                                   |  |
| " " " 200,000 Wash. & Glen Echo R. R. 1st " " "                                                                |  |
| " " " 50,000 " " " 2nd " " "                                                                                   |  |
| " " " 45,000 Wash. & Rockville Ry. 1st " " "                                                                   |  |
| 32,000 out of \$40,000 issue of Washington & Woodside & Forest Glen Ry. & Power Co., 1st mortg. 6 p. c. bonds. |  |

Total \$527,000

**Capital Stock.**—Common, \$6,500,000; preferred, \$8,500,000; preferred stock is entitled to 5 p. c. dividends, cumulative after June 1, 1904. Participates in no other dividends but is preferred in liquidation to the amount of its par value, together with all accrued

dividends. Both classes of stock are to be held in a voting trust for five years, and for such further period, if any, as shall elapse before the preferred stock shall have received 5 p. c. cash dividends for three consecutive years, although the voting trustees may in their discretion, deliver the stock or any part thereof at an earlier time.

**Funded Debt.**—The outstanding funded debt of the Washington Railway & Electric Co. and its controlled companies is as follows:

- (a) \$8,499,650 Wash. Ry. & Elec. Co. consolidated mortg. 4 p. c. bonds
- (b) 2,229,000 Anacostia & Pot. R. R. Co. 1st " 5 "
- (c) 250,000 Brightwood Ry. Co. 1st " 6 "
- (d) 1,750,000 City & Suburban Railway 1st " 5 "
- (e) 500,000 Columbia Railway 1st " 6 "
- (f) 400,000 Columbia Railway extension " 5 "
- (g) 1,850,000 Metropolitan R. R. Co. 1st " 5 "
- (h) 250,000 Metropolitan R. R. Co. 6 p. c. certificate of indebtedness Series A.
- (i) 249,700 Metropolitan R. R. Co. 6 p. c. certificate of indebtedness Series B.
- (j) 8,000 Wash. Woodside & Forest Glen Ry. & Power Co. 1st mortgage 6 p. c. bonds.
- (k) 300,000 United States Elec. Lighting Co. debenture improvement 6 p. c. bonds.
- (l) 350,000 United States Elec. Lighting Co. 6 p. c. certificate of indebtedness.

Total \$16,636,350

(a) Washington Railway & Electric Co.'s consolidated mortgage 4 p. c. gold bonds authorized, \$17,500,000; coupon but may be registered; dated Mar. 1, 1902, due Dec. 1, 1951; denom. \$500 and \$1,000; int. payable June and Dec. at the office of the trustee, the United States Mortgage & Trust Co., New York City; redeemable upon any interest date at 105 and interest. The authorized issue of these bonds is \$17,500,000 of which \$7,607,650 were to be used in accordance with the plan of reorganization for the retirement of underlying liens; \$7,303,100 were allotted to bondholders of the Washington Traction & Electric Co.; \$672,000 were sold to a syndicate; \$327,250 were to be disposed of and the proceeds used in the acquisition of outstanding securities, additional property, etc.; and the remainder \$1,500,000 were to remain in treasury of the company until issued under such limitations as are provided in the mortgage securing the same.

(b) Anacostia & Potomac River R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued, \$2,229,000; coupon, but may be registered; dated Apr. 1, 1895, due Apr. 1, 1949; denom. \$1,000; int. payable Apr. and Oct. at office of the Baltimore Trust & Guarantee Co., Baltimore, Md., trustee of mortgage; redeemable within five years from date at 110 and interest, and thereafter at 112½ and interest. Any surplus not over \$25,000 per annum remaining after payment of 6 p. c. on the stock is set apart as a sinking fund.

(c) Brightwood Railway Co.'s first mortgage 6 p. c. gold bonds, authorized, \$250,000; coupon, but may be registered; dated Oct. 1, 1892, due 1912; denom. \$1,000; int. payable Apr. and Oct. at office of the Central Trust Co. of New York, trustee of mortgage.

(d) City & Suburban Railway of Washington Co.'s first mortgage 5 p. c. gold bonds \$1,750,000; coupon, but may be registered; dated Aug. 1, 1898, due 1948; denom. \$1,000; int. payable Feb. and Aug. at office of the Baltimore Trust & Guarantee Co., Baltimore, Md., trustee of mortgage. Any surplus not over \$25,000 per annum remaining after payment of 6 p. c. on the stock is set apart as a sinking fund. Bonds cannot be called before maturity.

(e) Columbia Railway Co.'s first mortgage 6 p. c. bonds \$500,000; coupon, but may be registered; dated Oct. 1, 1894, due 1914; denom. \$500 and \$1,000; int. payable Apr. and Oct. at office of the American Security & Trust Co., Washington, D. C., trustee of mortgage.

(f) Columbia Railway Co.'s extension mortgage 5 p. c. gold bonds \$400,000; coupon, but may be registered; dated Dec. 1, 1898, due Oct. 1, 1914; denom. \$500; int. payable Apr. and Oct. at office of the American Security & Trust Co., Washington, D. C., trustee of mortgage. Bonds are not subject to call.

(g) Metropolitan R. R. Co.'s first mortgage 5 p. c. gold bonds, \$1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; denom. \$1,000; int. payable Feb. and Aug. at office of the Baltimore Trust & Guarantee Co., Baltimore, Md., trust of mortgage. These bonds were authorized by Congress for the purpose of substituting electric power for animal traction. They are secured by a mortgage on the entire property of the company including real estate, a portion of which may be sold and the proceeds applied to a sinking fund for the purchase of the bonds at not exceeding \$110 and interest, no bonds to be drawn.

(h) Metropolitan R. R. Co.'s 6 p. c. registered certificates of indebtedness, Series "A", \$250,000; issued Aug. 12, 1896; due Oct. 1, 1906; int. payable Apr. and Oct. at company's office.

(i) Metropolitan R. R. Co.'s \$249,700 6 p. c. registered certificates of indebtedness, Series "B", issued Apr. 21, 1897, due June 1, 1907; int. payable June and Dec. at company's office. Amount authorized \$250,000 of which \$300 is outstanding in the form of non-interest bearing scrip.

**Note.**—Under date of June 9, 1899, a mortgage was given to the Washington Loan & Trust Co. to secure such of the above certificates of indebtedness as should be presented within sixty days and stamped "Subject to payment on thirty days notice at the rate of 120 p. c. on the par value and accrued interest at the option of the company."

(j) Washington, Woodside & Forest Glen Railway & Power Co.'s first mortgage 5 p. c. bonds, \$8,000; coupon but may be registered; dated, June 1, 1897, due 1917; denom. \$500; int. payable June and Dec. at office of the Washington Loan & Trust Co., Washington, D. C., trustee of mortgage.

(k) United States Electric Lighting Co.'s improvement debenture 6 p. c. coupon bonds, \$300,00; dated May 1, 1897, due 1907; denom. \$100 and \$500; int. payable May and Nov. at office of American Security & Trust Co., Washington, D. C.

(l) United States Electric Lighting Co.'s 6 p. c. coupon certificates of indebtedness, \$350,000; dated Apr. 1, 1898; due May 1, 1907; denom. \$100 \$500 and \$1,000; int. payable Apr. and Oct. at office of American Security & Trust Co., Washington, D. C.

**Note.**—Under date of Sept. 11, 1902, a mortgage was given to the Guaranty Trust Co. of New York, trustee, to secure such of the above improvement debenture bonds and certificates of indebtedness as should be presented to them and stamped with trustee's certificate. As provided in the plan of reorganization of the Washington Traction & Electric Co., the Potomac Electric Power Co. acquired the property of the United States Electric Lighting Co. on Oct. 1, 1902, and placed a mortgage on the combined plants for \$2,500,000. The bonds (which have not been issued) are first mortgage 4½ p. c. 25 year \$1,000 gold coupon bonds with privilege of registration as to principal; dated Jan. 1, 1903; due Jan. 1, 1928; int. payable Jan. and July, at office of the trustee, the Commercial Trust Co. of New Jersey, Jersey City, N. J.; redeemable at 105 and interest. These bonds are to be issued as follows.

To be reserved for extinguishing funded debt of the..  
United States Electric Lighting Co. .... \$ 650,000  
To be sold to provide means for payment of floating..  
debt and for improvements and extensions. .... 850,000  
To be reserved in treasury for future use under such..  
limitations as should be provided under the mortgage  
securing the same. .... 1,000,000

Total. .... \$2,500,000

**Operation.**—Year ending Dec. 31,

|                                | 1901        | 1902        |
|--------------------------------|-------------|-------------|
| Total receipts. ....           | \$2,178,575 | \$2,345,419 |
| Operating expenses. ....       | 1,187,449   | 1,251,814   |
| Deductions from earnings. .... | 991,126     | 1,093,605   |
| Fixed charges and taxes. ....  | 892,477     | 892,477     |
| Net income. ....               | 98,649      | 201,128     |

**Plant and Equipment.**—Miles of track (electric), 145.52; 60 lb. to 86 lb. rail; 458 cars.

**Officers.**—Pres. Allan L. McDermott, Jersey City, N. J.; V. Pres. Geo. H. Harries, Sec. James B. Lackey, Treas. & Comp. Wm. F. Ham, Gen. Man. H. W. Fuller.

**Directors.**—George Truesdell, S. L. Shober, Jr., R. T. W. Duke, Jr., Allan L. McDermott, George H. Harries, George W. Young, James B. Lackey.

**General Office,** 14th & East Capitol Sts., Washington, D. C.

**References.**—Double trolley system in Washington, Vol. XVI, Feb. 3, '00, p. 118 (ill.); transfer privileges restricted, Vol. XVI, Aug. 18, '00, p. 773; conversion to conduit system, Vol. XVI, Oct. 6, '00, p. 993; description of power plant Vol. XVII, June 29, '01, p. 736 (ill.); report of companies, Vol. XVIII, Aug. 10, '01, p. 171; sale of road, Vol. XVIII, Nov. 30, '01, p. 781.

Date of information, Apr., 1903.

**Columbia Railway Co.**—Chartered May 25, 1871. Annual meeting second Tuesday in Mar. The entire property of this company is owned by the Washington Railway & Electric Co.

**Capital Stock,** authorized and issued, \$400,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 6 p. c. coupon bonds, authorized and issued, \$500,000; dated Oct. 1, 1894, due 1914; denom. \$500 and \$1,000; int. payable Apr. and Oct., at office of Nat'l Bank of the Republic; trustee of mortgage, American Security & Trust Co., of Washington.

Second mortgage 5 p. c. gold bonds, authorized, \$500,000; issued, \$400,000; dated Oct. 1, 1898, due 1914; int. payable Apr. and Oct. at office of American Security & Trust Co., of Washington, trustee of mortgage.

**Operation.**—Year ending Dec. 31, 1901.

|                                        |           |
|----------------------------------------|-----------|
| Total receipts. ....                   | \$222,926 |
| Operating expenses. ....               | 104,982   |
| Earnings from operation. ....          | 117,944   |
| Dividends. ....                        | 24,000    |
| Passengers carried in 1901, 8,027,781. |           |

**Directors.**—Allan L. McDermott, Geo. H. Harries, Geo. W. Young, O. T. Crosby, W. F. Ham, James B. Lackey.

Date of information, Feb., 1903.

**Georgetown & Tenalloytown Railway Co.**—Chartered Aug. 10, 1888. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

**Capital Stock,** authorized and issued, \$200,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 6 p. c. bonds, \$70,000; coupon, but may be registered; dated Feb. 1, 1894, due, 1904; denom. \$500; int. payable Feb. and Aug., at office of American Security & Trust Co., of Washington, trustee of mortgage.

Second mortgage 6 p. c. bonds, \$30,000; dated Feb. 1, 1896, due 1904; int. payable Feb. and Aug. at office of American Security & Trust Co., of Washington trustee of mortgage.

| <b>Operation.</b> —Year ending Dec. 31, | 1901.    | 1902.    |
|-----------------------------------------|----------|----------|
| Total receipts. ....                    | \$33,317 | \$35,462 |
| Operating expenses. ....                | 34,490   | 33,491   |

|                               |        |        |
|-------------------------------|--------|--------|
| Earnings from operation. .... | *1,187 | 1,971  |
| Deductions from earnings.     |        |        |
| Interest. ....                |        | 13,401 |
| Taxes. ....                   |        | 1,460  |
| Other deductions. ....        |        | 453    |

|                          |           |
|--------------------------|-----------|
| Net income. ....         | *13,343   |
| Passengers carried. .... | 1,112,587 |

\*Deficit

**Plant and Equipment.**—Miles of track (electric), 8.8; 60 lb. to 83 lb. rail; 1 car.

**Directors.**—Same as Anacostia & Potomac River Ry. Co.

Date of information, Feb., 1903.

b

**Metropolitan Railroad Co.**—Chartered July 1, 1864. Annual meeting second Wednesday in July. The entire property of this company has been purchased by the Washington Railway & Electric Co.

**Capital Stock,** authorized, \$1,000,000, issued, \$985,920; par value, \$50 per share. Dividends payable quarterly, Feb., May, Aug., Nov.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, and issued, \$1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; not subject to call; int. payable Feb. and Aug., at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

6 p. c. certificates of indebtedness, issued, \$250,000; dated 1896, due Oct. 1, 1906; int. payable Apr. and Oct. These certificates were issued for the purpose of completing the conduit electric system.

6 p. c. certificates of indebtedness, issued, \$250,000; dated 1897, due 1907; int. payable June and Dec. These certificates were issued for the purpose of increasing power plants, and paying for Columbia Road extension.

**Note.**—The first mortgage bonds were authorized by act of Congress for the purpose of changing the motive power from horses to electricity, and can be used for no other purpose. The bonds are secured by a mortgage on the entire property of the company, including a first mortgage upon real estate valued at \$700,000. It is stated that an additional security behind the bonds is the liability of the stockholders to an assessment of \$20 per share not yet paid in on the capital stock, and to a further assessment of 100 p. c. of the stock holdings according to the terms of the company's charter.

By the provisions of the mortgage deed, all real estate not needed by the company may be sold, and the proceeds passed to a sinking fund, to which is also to be passed surplus earnings up to \$25,000. After 10 p. c. has been paid on the capital stock, the first mortgage bonds may be purchased for the sinking fund at not over 110 and interest.

**Dividends,** 9.9 p. c. per annum.

**Operation.**—Year ending Dec. 31, 1901.

|                          |           |
|--------------------------|-----------|
| Total receipts. ....     | \$790,841 |
| Operating expenses. .... | 366,818   |

|                               |         |
|-------------------------------|---------|
| Earnings from operation. .... | 424,023 |
| Dividends. ....               | 98,827  |

Passengers carried in 1901, 25,176,882

Date of information, Feb., 1903.

b

**Washington & Glen Echo Railroad Co.**—This is the successor (in 1896) to the Glen Echo R. R. Co. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

**Capital Stock,** authorized and issued, \$250,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; denom. \$1,000; int. payable at office of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Date of information, Feb., 1902.

x

Please note date of information at end of each report.

**Washington, Woodside & Forest Glen Railway Co.**—A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

**Capital Stock**, authorized, \$5,000.

**Funded Debt**.—First mortgage 6 p. c. gold bonds, authorized and issued, \$40,000.

Date of information Feb., 1902. x

**Baltimore & Washington Transit Co.**—This company operates an electric railway from Takoma to Glen Sligo, about 2 miles, and enters Washington, where city transfers are given, on the tracks of the Brightwood Electric Ry., by traffic agreement. An extension to Sandy Spring, Md., 14 miles, is proposed.

**Capital Stock**, authorized and issued, \$100,000; par value, \$50 per share.

**Funded Debt**.—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$50,000 (see note); int. payable at office of Guardian Security Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

**Note**.—Further issue of these bonds can only be made on completion of extensions or double tracking.

**Officers**.—Pres. Wm. S. Greene, Treas. George L. Walker, Man. Wm. A. Mellen, Washington, D. C.

**General Office**, 1829 G St., N. W., Washington, D. C.

**Reference**.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903. z

**Capital Traction Co.**—Chartered in Sept., 1895, as a consolidation of the Washington & Georgetown R. R. Co. and the Rock Creek Ry. Co., of the District of Columbia. Annual meeting second Wednesday in Jan.

**Capital Stock**, authorized and issued, \$12,000,000; par value, \$100 per share.

**Funded Debt**.—First mortgage 4 p. c. bonds, authorized, \$1,500,000; issued, \$1,080,000, held in treasury for future improvements, \$420,000; dated Apr. 1, 1900, due 1920; int. payable Apr. and Oct., at Riggs National Bank.

**Operation**.—Year ending Dec. 31,

|                                        | 1898.     | 1900.     | 1901.       | 1902.        |
|----------------------------------------|-----------|-----------|-------------|--------------|
| Receipts from passengers..             | \$932,170 |           | \$1,231,683 | \$1,377,152  |
| " other sources....                    | 61,007    |           | 19,677      | 24,888       |
| " total.....                           | 993,177   | 1,124,434 | 1,251,360   | 1,402,040    |
| Operating expenses.....                | 679,137   | 656,601   | 579,848     | 631,987      |
| Earnings from operation..              | 314,040   | 467,833   | 671,512     | 770,053      |
| Deductions from earnings.              |           |           |             |              |
| Interest.....                          |           |           |             | 47,503       |
| Taxes.....                             |           |           |             | 58,154       |
| Tax for special police.                |           |           | 111,800     | 10,449       |
| Net income.....                        | 314,040   | 467,833   | 559,712     | 653,947      |
| Dividends paid.....                    | 269,961   | 359,950   | 480,000     | 480,000      |
| Surplus.....                           |           |           |             | 173,947      |
| *Including fixed charges.              |           |           |             |              |
| Received from sale of real estate..... |           |           |             | 558,779.75   |
| Balance January 1st, 1902.....         |           |           |             | 35,547.80    |
|                                        |           |           |             | \$768,274.86 |

|                                                                      |              |
|----------------------------------------------------------------------|--------------|
| Less amounts expended for:                                           |              |
| Extra dividend (paid from proceeds of sale of power-house site)..... | \$480,000.00 |
| Renewal fund.....                                                    | 97,853.12    |
| Bills payable.....                                                   | 100,000.00   |
| Construction and equipment.....                                      | 56,130.23    |
| Real estate.....                                                     | 1,800.50     |
|                                                                      | 735,783.85   |

Balance December 31, 1902..... \$32,491.01

#### OPERATING EXPENSES.

|                                        |           |
|----------------------------------------|-----------|
| Year ending Dec. 31, 1902.             |           |
| General expenses.....                  | \$171,704 |
| Transportation expenses.....           | 372,902   |
| Maintenance of way and structures..... | 25,961    |
| " " equipment.....                     | 61,419    |
| Total.....                             | \$631,987 |

#### STATISTICS OF TRAFFIC.

|                            |           |
|----------------------------|-----------|
| Year ending Dec. 31, 1902. |           |
| Passengers carried.....    | 9,203,548 |
| Motor car mileage.....     | 4,861,142 |
| Trail car mileage.....     | 4,342,406 |
| Total car mileage.....     | 9,203,548 |

#### BALANCE SHEET.—Dated Jan. 1, 1903.

##### ASSETS.

|                                |              |              |
|--------------------------------|--------------|--------------|
| Cost of road.....              | \$ 7,600,818 | \$ 7,600,818 |
| Cost of equipment.....         | 3,874,757    | 3,874,757    |
| Real estate.....               | 1,919,596    | 1,362,616    |
| Renewal fund.....              | 23,126       | 83,516       |
| Cash.....                      | 35,548       | 32,491       |
| Profit and loss (deficit)..... |              | 265,191      |

Total..... \$13,453,845 \$13,219,389

##### LIABILITIES.

|                              |              |            |
|------------------------------|--------------|------------|
| Capital stock.....           | \$12,000,000 | 12,000,000 |
| Funded debt.....             | 1,080,000    | 1,080,000  |
| Bills payable.....           | 200,000      | 100,000    |
| Tickets.....                 | 36,261       | 39,389     |
| Profit and loss (surp.)..... | 137,584      |            |

Total..... \$13,453,845 \$13,219,389

**Plant and Equipment**.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 50 lb. and 95 lb. rail; 410 passenger cars, Gen. Elec. dynamos, Gen. Elec. and West. motors, Stephenson and American cars, Baltimore and Peckham trucks.

**Officers**.—Pres. G. T. Dunlop, V. Pres. C. C. Glover, Sec. & Treas. C. M. Koonen, Supt. & Ch. Engr. D. S. Carll, Ch. Engr. of Power Station C. Hoshall.

**Directors**.—Henry Hurt, C. C. Glover, G. T. Dunlop, John S. Larcombe, Maurice J. Adler, Wm. Manice, Edw. Stellwagen.

**General Office**, 36th & M Sts., Washington.

**References**.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903. z

#### Washington, Alexandria & Mt. Vernon Railway Co.

**Capital Stock**, \$1,000,000.

**Funded Debt**.—First mortgage 5 p. c. gold bonds, authorized, \$750,000, issued, \$700,000; dated Aug. 1, 1895, due 1925; int. payable at office of Real Estate Trust, of Philadelphia, trustee of mortgage.

**OPERATION**.—Year ending Dec. 31, 1902.

|                                                       |           |
|-------------------------------------------------------|-----------|
| Total receipts.....                                   | \$217,660 |
| Operating expenses including insurance and taxes..... | 140,240   |
| Earnings from operation.....                          | 77,420    |
| Deductions from earnings.                             |           |
| Interest on bonds and rentals.....                    | 32,500    |
| Net income.....                                       | 44,920    |
| Dividends.....                                        | 10,000    |
| Surplus.....                                          | 34,920    |

**Plant and Equipment**.—Miles of track (electric), 26.4; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T, 80 lb. grooved and 90 lb. girder rail; 32 cars, of which 17 are motor cars, 11 trail cars, and 4 freight cars; 2,000 H. P. station plant, Providence engines, Gen. Elec. dynamos and motors, Brill cars.

**Officers**.—Pres. Clarence P. King, Sec. & Registrar F. K. Hipple, Treas. J. K. Swartz.

**Directors**.—Clarence P. King, G. E. Abbot, F. K. Hipple, D. C. Leech, J. S. Swartz, F. Mertens, S. Rea, J. Cassels, J. Crawford.

**General Office**, 13½ St. and Pennsylvania Ave., Washington.

Date of information, Mar., 1903. z

**Washington, Arlington & Falls Church Railway Co.**—Chartered 1896, as the successor to the Washington & Arlington Ry. Co. This company owns and operates electric railways running from the south end of the Aqueduct Bridge, in Washington, one to Ft. Meyer, Arlington National Cemetery, Columbia Station and Nauck, a distance of 4.5 miles, and one to Falls Church, Va. (via Ballston), a distance of 7.5 miles.

**Capital Stock**, authorized and issued, \$100,000.

**Funded Debt**.—First mortgage 6 p. c. gold coupon bonds, issued, \$100,000; due, 1925. int. payable Jan. and July.

Consolidated mortgage 5 p. c. coupon bonds authorized, \$350,000; \$100,000 held in treasury to take up first mortgage bonds when due, \$250,000 for betterments and extensions.

**Plant and Equipment**.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 16 motor cars and 10 trail and freight cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

**Officers**.—Pres. C. S. Hinchman, V. Pres. & Gen. Man. F. B. Hubbell, Sec. & Treas. C. Russell Hinchman, Pass. Agt. T. Garrett (Rosslyn, Va.); Ch. Engr. John A. Schlenther, Elecn. H. D. Crocker.

**Directors**.—C. S. Hinchman, F. B. Hubbell, R. H. Phillips, C. R. Hinchman, Walter Hinchman.

**General Office**, Rosslyn, Va.; V. President's office, 3530 M St., Washington, D. C.; Secretary's office, 902 Provident Bldg., Philadelphia, Pa.

Date of information, Mar., 1903. z

**Washington & University Street Railroad Co.**—Chartered July 8, 1898. Annual meeting second Tuesday in Jan. This road has not yet been put in operation.

**Capital Stock**, authorized, \$175,000, issued, \$5,000.

**Funded Debt**.—First mortgage 5 p. c. gold coupon bonds; authorized, \$170,000, issued, \$140,000; dated Apr., 1899; due 1929; denom. \$100, \$300, \$500 and \$1,000; int. payable at offices of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

**Plant and Equipment**.—Miles of track (electric), 8; gauge, 4 ft. 8½ in., 60 lb. T rail; 6 motor cars.

**Officers**.—Pres. F. C. Kennedy, V. Pres. A. Wood, Treas. & Gen. Man. J. D. Croissant, Sec. G. O. Ferguson.

**Directors**.—F. C. Kennedy, J. D. Croissant, G. O. Ferguson, G. W. Rickett.

**General Office**, 821 N. C. Ave., Washington, D. C.

Date of information, Jan., 1903. z

**Washington, Baltimore & Annapolis Electric Railway Co.**—This road is under construction.

**Capital Stock**, authorized, \$2,000,000, issued, \$1,400,000.

**Funded Debt**.—First mortgage 5 p. c. bonds, authorized, \$2,000,000; issued, \$1,200,000; dated 1901; due 1921; int. payable Jan. and July, at office of Federal Trust Co., Cleveland, trustee of mortgage, or Colonial Trust Co., New York.

**Plant and Equipment**.—Miles of track (electric), 51.

**Officers**.—Pres. W. L. Lamprecht, Cleveland, Ohio; V. Pres. & Man. Jas. Christy, Jr., Wash., D. C.; Sec. & Treas. Otto Miller, Garfield Bldg., Cleveland, Ohio; Asst. Gen. Man. C. F. Gladfelter, Wash. D. C.

**General Office**, 405 Bond Bldg., Washington, D. C.

**References**.—Description of road, (brief), Vol XX, Sept., 13, '02, p. 350 (ill.), Vol. XX, Oct. 4, '02, p. 578 (ill.).

Date of information, Mar., 1903. z

**Washington, Berwyn & Laurel Electric Railroad Co.**—

**Capital Stock**, authorized and issued, \$500,000.

**Funded Debt**.—First mortgage 5 p. c. gold bonds, authorized, \$550,000, issued, \$220,000; dated 1901, due, 1921; int. payable Jan. and July at office of Federal St. Trust Co., Cleveland, O., trustee of mortgage,

**Plant and Equipment**.—Miles of track (electric) 10.

**Officers**.—Pres. W. L. Lamprecht, Cleveland, Ohio; V. Pres. & Gen. Man. James Christy, Jr., Washington, D. C.; Secy. Treas. Otto Miller, Cleveland, Ohio; Asst. Gen. Man. C. F. Gladfelter Washington, D. C.

**General Office**.—405 Bond Bldg., Washington, D. C.

Date of information, Mar., 1903. z

**East Washington Heights Traction Railroad Co.**

**Capital Stock**, \$15 000.

**Officers**.—Pres. A. E. Randle, Treas. David C. Fountain.

Date of information, Feb., 1903. b

**Washington & Marlboro Electric Railway Co.**

**Capital Stock**, \$200,000; par value \$100 per share.

**Officers**.—Pres. Frank J. Dupignac, Sec. H. L. Morton.

Date of information, Feb. 1903. b

## FLORIDA.

### FERNANDINA.

Population in 1900, 3,245.

**Amelia Beach Co.**

**PLANT AND EQUIPMENT**.—Miles of track 3 (one-half in operation); gauge 4 ft. 8½ in.; 5 cars. Company owns and controls an amusement park.

**OFFICERS**.—Pres. John G. McGiffin, V. Pres. L. G. Hirth, Sec. E. W. Bailey, Treas. John W. Simmons, Elec. Engr. D. F. Torbett.

**GENERAL OFFICE**, Fernandina, Fla.

Date of information, Jan., 1903. d

### FORT MEADE.

Population in 1880, 105, in 1890, 267, in 1900, 261.

**Fort Meade Street Railway Co.**—Chartered Jan., 1886, for 99 years. Annual meeting third Tuesday in Jan.

**CAPITAL STOCK**, authorized, \$10,000, issued, \$6,000; par value, \$50 per share.

**FUNDED DEBT**.—None.

**DIVIDENDS**.—In 1891, 1892, 1893 and 1894, 8 p. c.; 1895 to 1899, 7 p. c. annually; 1900, 10 p. c.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 2; gauge, 3 ft.; 25 lb. and 30 lb. T rail; 2 horses, 2 horse cars.

**OFFICERS**.—Pres. Max Reif, V. Pres. M. M. Loadhollis, Sec. W. H. Francis, Treas. E. O. Flood, Gen. Man. and Pur. Agt. J. G. Carter.

**DIRECTORS**.—L. B. Flood, Max Reif, H. L. Rockner, J. G. Carter W. H. Francis.

Date of information, July, 1902. d

## JACKSONVILLE.

Population in 1880, 7,650, in 1890, 17,201, in 1900, 28,429.

**Jacksonville Electric Co.**—Organized in 1902 to take over the properties of the Jacksonville Street Ry. Co., Main Street R. R. Co. and the Jacksonville Electric Light Co. Annual meeting last Tuesday in Jan.

**CAPITAL STOCK**, common, authorized, \$800,000; issued, \$575,000, preferred, authorized and issued, \$200,000; par value \$100 per share;

**FUNDED DEBT**.—First mortgage gold bonds, authorized, \$1,250,000, issued, \$700,000; dated May 1, 1902, due 1927, denom. \$100 and \$500; int. payable May and Nov., at office of American Loan & Trust Co., Boston, Mass., trustee of mortgage.

Bonds may be called as a whole at 105 and interest on any interest day, 1 p. c. of outstanding bonds to be passed annually after May 1, 1907, to sinking fund for extension and improvements.

**OPERATION**.—Year ending Dec. 31, 1901. 1902.  
Total receipts.....\$169,803 \$173,209  
Operating expenses, (including taxes)..... 100,500 116,812

Earnings from operation..... 69,303 56,397

**PLANT AND EQUIPMENT**.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 motor cars, Gen. Elec. and West. dynamo and motors, Brill and Stephenson cars; rent power.

**OFFICERS**.—Pres. Geo. J. Baldwin, V. Pres. A. Stuart Pratt, Sec. & Treas. H. B. Sawyer, Local Man. & Engr. W. H. Tucker, Supt. & Mast. Mech. Hardy Croom, Ch. Engr. Power Sta. A. W. Look.

**DIRECTORS**.—A. S. Pratt, H. R. Hayes, H. B. Sawyer, G. J. Baldwin, C. A. Stone, E. S. Webster, Russell Robb.

**GENERAL OFFICE**, 93 Federal St., Boston, Mass.

Date of information, Mar., 1903. s

## KEY WEST.

Population in 1880, 9,890, in 1890, 18,080, in 1900, 17,114.

**Key West Electric Co.**—Municipal franchise granted Nov. 1898, for 99 years. This company operates the Key West Street Ry. & Electric Light Plant.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value \$100 per share.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized \$300,000, issued, \$200,000; held in treasury, \$100,000; dated Jan., 1899, due 1929; denom. \$1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 5; gauge 5 ft. 2½ in.; 60 lb. T rails; 15 cars, of which 7 are motor and 8 trail cars; 600 H. P. station plant; McIntosh & Seymour and Ball & Wood engines, Gen. Elec. & West dynamos, Gen. Elec. motors, Brill and St. Louis cars, Brill trucks.

**OFFICERS**.—Pres. John P. Laffin, V. Pres. Geo. W. Allen, Sec. & Treas. Chas. A. Murphy, Gen. Man. O. C. G. Urban.

**DIRECTORS**.—John P. Laffin, Albert S. Laffin, O. C. G. Urban, W. W. Shaw, Chas. A. Murphy.

**GENERAL OFFICE**, 15 Wall St., New York City.

Date of information, July, 1902. d z

## PALATKA.

Population in 1880, 1,616, in 1890, 3,039, in 1900 (local estimates), 6,000.

**Palatka & Heights Street Railway Co.**—Chartered Mar., 1888, for 50 years. Annual meeting Feb. 1. This property is now for sale.

**CAPITAL STOCK**, authorized and issued, \$10,000.

**FUNDED DEBT**.—None.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 4; gauge, 3 ft.; 30 lb. and 40 lb. center bearing and T rail; 3 horses, 2 horse cars; Stephenson cars.

**OFFICERS**.—Pres. Wm. P. Craig, East Orange, N. J.; Sec. Thos. Murray, Treas. E. S. Crill.

**DIRECTORS**.—Wm. P. Craig, Marcus Loeb, E. S. Crill, W. C. Snow.

Date of information, July, 1902. d

## PENSACOLA.

Population in 1880, 6,845, in 1890, 11,750, in 1900 (local estimates), 17,747.

**Pensacola Electric Terminal Railway Co.**—Annual meeting

Please note date of information at end of each report.



in Mar. This is an electric and steam road, the steam division serving two suburban settlements, the Army Post and Navy Yard.

**CAPITAL STOCK**, authorized, \$200,000.

**FUNDED DEBT**.—First mortgage 5 p. c. gold bonds, authorized, \$200,000, in escrow, (see note) \$50,000. 6 p. c. preference bonds, \$40,000; non-cumulative 5 p. c. income bonds, \$200,000.

**NOTE**.—\$50,000 of the first mortgage bonds are held in escrow to retire \$40,000 of preference bonds.

**PLANT AND EQUIPMENT**.—Miles of track, 19; operated by electricity, 10, by steam, 9; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T rail; 30 cars, of which 12 are motor cars and 18 other cars; 1 dummy engine, 1 standard locomotive; Ball & Wood engines; West dynamos and motors, Jackson & Sharp cars, Peckham trucks.

**OFFICERS**.—Pres. W. H. Northup, V. Pres. A. C. Blount, Sec. & Treas. De Courcy W. Thom, Audr. L. W. Williams, Supt. J. C. Dunham, Ch. Engr. & Elec. J. Sweeney.

**DIRECTORS**.—F. C. Brent, De C. W. Thom, A. H. Taylor, W. H. Northup, A. C. Blount, Jr., W. H. Knowles, J. C. Dunham.

**GENERAL OFFICE**, Pensacola, Fla.

**TREAS. OFFICE**, 119 E. Baltimore St., Baltimore, Md.

Date of information, Jan., 1902. z

## TAMPA.

Population in 1890, 5,532, in 1900, 15,859; population served, 25,300.

**Tampa Electric Co.**—This company is the successor by purchase at foreclosure sale of the Consumers' Electric Light & Street Railroad Co. The company operates the street railway and electric lighting plants in Tampa, and a road to Port Tampa. Annual meeting first Sunday in Jan.

**CAPITAL STOCK**, authorized and issued, \$500,000; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 6 p. c. gold coupon bonds, authorized, \$500,000, issued, \$377,000, dated Jan. 1, 1900, due 1930; denom. \$1,000; int. payable Jan. and July, at office of American Loan & Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30, | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Total receipts.....             | \$176,055 | \$203,146 |
| Operating expenses.....         | 107,017   | 119,840   |
| Earnings from operation.....    | 69,037    | 83,305    |
| Deductions from earnings.....   | 16,353    | 21,427    |
| Net income.....                 | 52,684    | 61,878    |

**PLANT AND EQUIPMENT**.—Miles of track (electric), 26; gauge, 4 ft. 8½ in.; 40 lb. 56 lb. and 60 lb. T rail; 18 motor cars; Brill, Stephenson, and St. Louis cars; 1,400 H. P. water power.

**OFFICERS**.—Pres. Geo. J. Baldwin, V. Pres. & Sec. P. O. Knight, Asst. Sec. H. R. Hayes, Treas. Henry B. Sawyer, Asst. Treas. F. R. Loring, Local Man. H. H. Hunt, Pur. Agt. B. D. Bent, Supt. Ry. Dept. G. A. Webb, Ch. Engr. H. A. Hampton, Ch. Elec. E. H. Lucas, Mast. Mech. R. L. Polica, Gen. Man. Stone & Webster (Boston, Mass.)

**DIRECTORS**.—George J. Baldwin, Peter O. Knight, H. H. Hunt, Russel Robb, Henry G. Bradlee, Henry B. Sawyer, John W. Hallowell.

**REFERENCES**.—Pleasure parks, Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1903. z

## GEORGIA.

### ATHENS.

Population in 1880, 6,099, in 1890, 8,627, in 1900, 10,245.

**Athens Electric Railway Co.**—Chartered Jan. 12, 1895, under new legislative act as the successor to the Athens Ry. Co. Re-chartered June, 1895. This company also operates an extensive electric lighting and power plant.

**CAPITAL STOCK**, authorized and issued, \$75,000.

**FUNDED DEBT**.—First mortgage 6 p. c. gold coupon bonds authorized, \$100,000, issued, \$15,000; dated July 1, 1896, due 1916; denom. \$500; int. payable Jan. and July in Columbus, Ga. and Athens, Ga.; trustee of mortgage Columbus Savings Bank, of Columbus, Ga.

New first mortgage 6 p. c. gold bonds, authorized, \$400,000; issued, \$185,000; dated Oct. 1, 1901, due 1931; denom. \$1,000; int. payable Apr. and Oct., at office of Title Guarantee & Trust Co., Atlanta, trustee of mortgage, or Old Colony Trust Co., Boston, Mass.

**NOTE**.—Of the new issue of bonds, \$15,000 are reserved to take up the old bonds, and the remaining \$200,000 can be issued only for the purpose of making extensions and additions to the property, and for an amount not exceeding two-thirds of the actual cost. These bonds may be called for payment, in full only, at 106 and accrued interest, on and after Oct. 1, 1911.

| OPERATION.—Year ending Dec. 31, | 1901.    | 1902.    |
|---------------------------------|----------|----------|
| Total receipts.....             | \$39,729 | \$48,050 |
| Operating expenses.....         | 14,905   | 18,091   |
| Earnings from operation.....    | 24,824   | 29,959   |
| Deductions from earnings.....   |          | 15,069   |
| Total.....                      |          | 13,890   |

**PLANT AND EQUIPMENT**.—Railway plant: Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T rail; 10 motor cars; Ball engines; Detroit and Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp cars; water powers of 900 H. P. and 1300 H. P.

**OFFICERS**.—Pres. J. Y. Carithers, V. Pres. W. S. Holman, Sec. & Treas. W. T. Bryan, Gen. Man. & Pur. Agt. C. D. Flanigen, Supt. and Elec. H. M. Hughes.

**DIRECTORS**.—J. Y. Carithers, W. S. Holman, W. T. Bryan, C. D. Flanigen, A. P. Dearing, J. J. Wilkins, A. H. Hodgson.

**GENERAL OFFICE**, Athens, Ga.

**REFERENCE**.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903. z

## ATLANTA.

Population in 1880, 37,409, in 1890, 65,533, in 1900, 89,872. Population served, 125,000.

**Georgia Railway & Electric Co.**—This company was incorporated under the laws of the State of Georgia on Jan. 28, 1902. It acquired and consolidated the electric railways and electric light and steam heating plants of Atlanta, taking over the properties of the Atlanta Railway & Power Company, the Atlanta Rapid Transit Company, the Georgia Electric Light Co. and the entire capital stock of the Atlanta Steam Company. This consolidation was authorized by an ordinance adopted by the City of Atlanta, which ordinance required a cash payment of \$50,000, and an annual percentage of the gross receipts of the consolidated company, as follows: for the first three years, 1 p. c., for the next twenty years, 2 p. c. and thereafter, 3 p. c. This is in lieu of all taxes, licenses, etc., not included in the ad valorem taxes.

**Capital Stock**, common, \$5,000,000, preferred, \$1,800,000, par value of each, \$100 per share.

**Funded Debt**.—First consolidated mortgage 5 p. c. sinking fund gold bonds, authorized, \$11,000,000; issued, \$4,000,000, dated Apr. 1, 1902, due Jan. 1, 1932; coupon, but may be registered; subject to call at 110, and interest after Jan. 1, 1907; denom. \$1,000; int. payable Jan. and July, at office of Old Colony Trust Company, Boston, Mass., trustee of mortgage.

Atlanta Consolidated Street Ry. Co.'s first mortgage, 5 p. c. gold bonds, \$2,275,000, dated July 1, 1899, due 1939, coupon, but may be registered; denom. \$1,000, int. payable Jan. and July, at office of New York Security & Trust Co. of New York, or at Mercantile Trust & Deposit Co., Baltimore, Md.

Atlanta Street R. R. Co.'s first mortgage 6 p. c. gold bonds, \$225,000; dated 1890, due 1930; int. payable at Fourth National Bank, New York; trustee of mortgage, Central Trust Co., of New York.

Georgia Electric Light Co.'s first mortgage, 5 p. c. gold bonds, \$1,350,000, dated July 2, 1900, due July 1, 1930; coupon, but may be registered, denom. \$1,000; int. payable Jan. and July, at office of Old Colony Trust Company, Boston, Mass., trustee of mortgage.

**NOTE**.—Of the \$11,000,000 mortgage of the Georgia Railway & Electric Co., \$3,850,000 are held to retire bonds of the Atlanta Street Railway Co., and of the Georgia Electric Light Co. above referred to. \$1,150,000 are held to be used only for the purpose of acquiring stocks and bonds of other companies, and \$2,000,000 are held for further acquisitions and extensions, to be used only to the extent of 75 p. c. of the value of such further acquisitions and extensions.

The consolidated company has only been in operation since April 1, 1902, so that complete figures for the full fiscal year are not available. For the first ten months, being ten months ending Jan. 31, 1903, the gross receipts of the consolidated company were \$1,110,211.

**Plant and Equipment**.—Miles of track (electric), 142; gauge 4 ft. 8½ in.; 60 lb. 70 lb. and 88 lb. T and girder rail; 175 motor cars. The entire plant, tracks, cars and overhead lines are practically new, with the exception only of about 15 miles of track.

**Officers**.—Chairman Board of Trustees, H. M. Atkinson, Pres. P. S. Arkwright, 1st V. Pres, Sec. & Man. Railway Dept. T. K. Glenn, 2d V. Pres. Treas. & Man. Elec. Dept. G. W. Brine, Supt. Trans. H. N. Hurt, Asst. Supt. S. E. Simons, Supt. Maintenance of Way, W. H. Glenn, Ch. Engr. W. Bloxham.

**Directors**.—H. M. Atkinson, T. Jefferson Coolidge, Jr., C. R. Spence, J. L. Hopkins, W. P. Inman, A. W. Calhoun, E. P. Black, A. E. Thornton, R. D. Spalding, J. C. Hallman, F. E. Block, Anthony Murphy, Thomas Egleston, R. F. Maddox, P. S. Arkwright.

**General Office**, Atlanta, Ga.

**Reference**.—Consolidation ordinance, Vol. XIX, Feb. 22, '02, p. 226.

Date of information, Mar., 1903. z

## AUGUSTA.

Population in 1880, 21,891, in 1890, 33,300, in 1900, 39,441.

**Augusta-Aiken Railway & Electric Co.**—Chartered Jan. 3, 1903. This is a securities company, holding a majority of the stocks of the Augusta Ry. & Electric Co., the Augusta & Aiken Ry. Co., the North Augusta Electric & Improvement Co., the North Augusta Land Co., and the North Augusta Hotel Co.

**Capital Stock.**—Common, authorized and issued \$1,500,000; par value, \$100 per share. Preferred stock, 5 p. c. cumulative, authorized and issued \$800,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, \$3,000,000 of which \$2,000,000 are held to retire underlying bonds and \$50,000 for future improvements. Bonds are dated 1902, and may be converted at option of holder in 1907.

**Officers.**—Permanent officers had not been elected at time of making up this report.

**Reference.**—Description of road Vol. XXI, Jan. 3, '03 p. 21 (ill.)  
Date of information, Apr., 1903. z

**Augusta Railway & Electric Co.**—Chartered June 27, 1896, for 101 years as a consolidation of the Augusta Ry. Co., the Augusta Electric Light & Motor Co. and the Thomson-Houston Electric Co. Annual meeting first Tuesday in July. The Augusta & Summer-ville R. R. Co. (inc. Mar. 20, 1866) is also a part of this system. This company is controlled by the Augusta-Aiken Ry. & Electric Co.

**Capital Stock,** authorized and issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$1,000,000; dated June 1, 1900, due 1940; denom. \$1,000; int. payable June and Dec., at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage. Bonds are subject to call at 105 in ten, twenty or thirty years from date on six months notice. Sinking fund provided of  $\frac{1}{2}$  of 1 p. c. per year for fifteen years beginning June 1, 1905; 1 p. c. per year for ten years from 1920, and 2 p. c. per year for last ten years.

**Note.**—The first mortgage bonds may be called for payment on four weeks' notice, after 1901, at 105 and accrued interest.

**Plant and Equipment.**—Miles of track (electric), 30; gauge, 4 ft. 8  $\frac{1}{2}$  in.; 60 lb. and 100 lb. T and girder rail; 80 cars, of which 44 are motor cars and 17 trail cars; 750 H. P. Corliss and N. Y. Safety Steam Power engines, 2,285 water H. P., Gen. Elec. dynamos and motors, Brill, Laclede and Stephenson cars, Brill and McGuire trucks. Lighting plant: 625 H. P., 1785 arc lamps, 8,000 incandescent lamps.

**Officers.**—Pres. James U. Jackson, Augusta; V. Pres. R. Lancaster Williams, Richmond, Va.; Sec. A. J. McKnight, Augusta; Treas. A. H. Rutherford, Baltimore, Md.; Gen. Supt. R. E. Hunt, Gen. Man. Railways & Light Co. of America, Baltimore, Md.

**General Office,** 803 Broad St., Augusta, Ga.

**References.**—Description of park (brief), Vol. XVII, Apr. 6, '01.  
Date of information, Apr., 1903. z

**North Augusta Electric & Improvement Co.**—This company is controlled by the Augusta-Aiken Ry. & Electric Co.

**Capital Stock,** common, authorized and issued, \$1,000,000; par value, \$100 per share; preferred stock, 5 p. c. non-cumulative, authorized and issued, \$500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; dated Oct. 1, 1901, due 1951; denom. \$1,000; int. payable Apr. and Oct. at office of company and the International Trust Co., Baltimore, Md., trustee of mortgage. These bonds may be called for payment at 105, on any interest day upon 60 days' notice.

**Plant and Equipment.**—This company owns 6000 acres of land in Aiken County, S. C., immediately opposite the City of Augusta, also water-works, sewerage and public and private lighting systems in No. Augusta, also the Hampton Terrace Hotel. This company owns all of the stock and bonds of the Augusta & Aiken Ry. Co.

**Officers.**—Pres. James U. Jackson, V. Pres. R. Lancaster Williams, Sec. A. J. McKnight, Treas. A. H. Rutherford, Man. Land Dept. W. M. Jackson.

**General Office,** Augusta, Ga.

Date of information, Apr., 1903. z

**Augusta & Aiken Railway Co.**—This company is controlled by the Augusta-Aiken Ry. & Electric Co. through the North Augusta Electric & Improvement Co.

**Plant and Equipment.**—Miles of track (electric) 26; gauge, 4 ft. 8  $\frac{1}{2}$  in.; 7 double truck quadruple equipment and 3 double equipment motor cars and 1 quadruple equipment freight car; Laconia cars; 2 400 H. P. engines direct-connected to two 350 K. W. Gen. Elec. dynamos. Sub-stations and rotary converters.

**Officers.**—Gen. Supt. R. E. Hunt, Gen. Man. Railways & Light Co. of America.

**General Office,** Augusta, Ga.

Date of information, Apr., 1903. z

## COLUMBUS.

Population in 1880, 10,123, in 1890, 17,303, in 1900, 23,619.

**Columbus Railroad Co.**—Chartered Sept. 15, 1866. Annual meeting first Wednesday in Mar. The North Highlands R. R. Co. was consolidated with this company by purchase in Dec., 1894. This company does the entire electric railway and lighting business of Columbus.

**CAPITAL STOCK,** authorized and issued, \$250,000; par value \$20 per share.

**FUNDED DEBT.**—New issue of bonds, \$680,000, as follows: First mortgage 5 p. c. gold bonds, authorized, \$450,000, issued, \$430,000; and second mortgage 6 p. c. non-accumulative gold bonds authorized and issued, \$250,000; dated March 2, 1898, due Oct. 1, 1937; int. payable Apr. and Oct., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgages.

**NOTE.**—Of the above first mortgage bonds, \$27,000 are held by the Trust Co. to secure \$27,000 of underlying 6 p. c. bonds, due in 1913; and \$20,000 are left in hands of Trust Co. to be used for improvements.

| OPERATION.—Year ending Dec. 31,       | 1899.    | 1900.    | June 30,  |           |
|---------------------------------------|----------|----------|-----------|-----------|
|                                       | 1901.    | 1902.    | 1901.     | 1902.     |
| Gross receipts Ry. and Ltg. plant.    | \$90,580 | \$96,507 | \$103,617 | \$106,183 |
| Operating expenses.....               | 59,398   | 65,634   | 73,319    | 75,089    |
| Earnings from operation.....          | 31,182   | 30,873   | 30,298    | 31,094    |
| Deductions from earnings.             |          |          |           |           |
| Fixed charges.....                    | 21,770   | 21,770   | 21,620    | 17,958    |
| Net income.....                       | 9,412    | 9,103    | 8,678     | 32,480    |
| Total surplus account.....            | 75,395   | 84,645   |           |           |
| Per cent. op. exp. to total receipts. | 65.5     | 68.0     | 67.2      | 70.7      |

**BALANCE SHEET.**—Dated Dec. 31,

| ASSETS.                           | 1899.       | 1900.       | June 30,   |
|-----------------------------------|-------------|-------------|------------|
|                                   | 1901.       | 1902.       | *1902.     |
| Cost of road and Ltg. plant.....  | \$ 992,307  | \$1,007,479 | \$949,910  |
| Other permanent invests.....      | 3,000       | 3,000       |            |
| Cash.....                         | 11,426      | 6,312       | 3,756      |
| Bills and acc'ts. receivable..... | 4,719       | 6,700       | 7,307      |
| Material and supplies.....        | 1,932       | 2,615       | 6,388      |
| Suspense current assets.....      |             |             | 7,710      |
| Total.....                        | \$1,013,384 | \$1,026,106 | \$975,071  |
| LIABILITIES.                      |             |             |            |
| Capital stock.....                | \$ 250,000  | \$ 250,000  | \$ 250,000 |
| Funded debt.....                  | 680,000     | 680,000     | 680,000    |
| Accrued interest.....             | 5,442       | 5,442       |            |
| Bills and accounts payable.....   | 2,907       | 6,019       | 21,203     |
| Profit and loss (surplus).....    | 75,035      | 84,645      | 23,869     |
| Total.....                        | \$1,013,384 | \$1,026,106 | \$975,071  |

\*On January 1, 1902, The Dummy Freight Line was leased at an annual rental of \$7,500, since which time the monthly rental of \$625 has been deducted from the fixed charges. But previous to January, 1902, the income of freight line was included in gross earnings, and the expenses in operating expenses.

**PLANT AND EQUIPMENT.**—Miles of track, 14.5; gauge, 4 ft. 8  $\frac{1}{2}$  in. 40 lb. and 56 lb. T rail; 22 cars, of which 17 are motor cars, 5 trail cars Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power

**OFFICERS.**—Pres. G. J. Baldwin, V. Pres. Jno. F. Flournoy (Columbus, Ga.); Sec. F. U. Gerrard, Treas. H. B. Sawyer, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.

**DIRECTORS.**—C. A. Stone, L. F. Gerrard, F. U. Gerrard, J. F. Flournoy, G. J. Baldwin, E. S. Webster, J. S. Bartlett.

**GENERAL OFFICE,** Columbus, Ga.

Date of information, Jan., 1902. z

## COVINGTON.

Population in 1880, 1,415, in 1890, 1,823, in 1900, 2,198.

**Covington & Oxford Street Railroad Co.**—Chartered Feb. 14, 1888, for 20 years. Annual meeting second Tuesday in Feb.

**CAPITAL STOCK,** authorized, \$20,000, issued, \$16,400; par value, \$100 per share.

**FUNDED DEBT.**—None.

**DIVIDENDS,** 4 p. c. each, payable Apr. and Oct., at Covington.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 6; gauge, 4 ft. 8  $\frac{1}{2}$  in.; 25 lb. T rail; 8 horses, 6 horse cars.

**OFFICERS.**—Pres. T. C. Swann, Sec. & Treas. J. G. Lester, Gen. Man. & Supt. R. O. Usher.

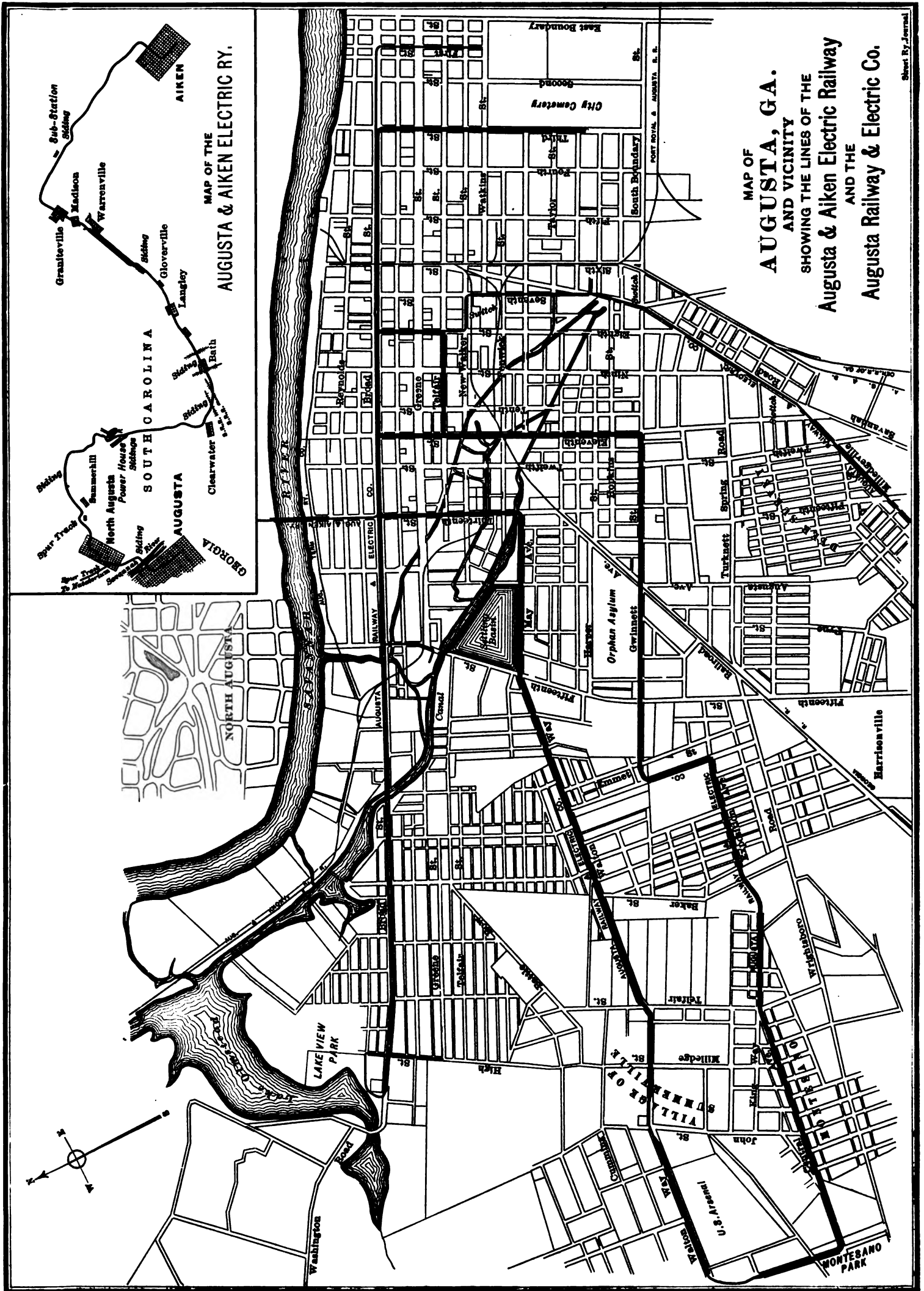
Date of information, Jan., 1903. d

## DAHLONEGA.

Population in 1900, 1,255, Gainesville, 4,382; in 1903 (local estimates) including cotton mill towns, 12,000.

**Gainesville & Dahlonega Electric Railway Co.**—This company operates an electric railway connecting Gainesville and Dahlonega a distance of 27 miles. The road is operated from a water power plant situated midway between Gainesville and Dahlonega. This company is controlled by the North Georgia Electric Co.

Please note date of information at end of each report.



MAP OF  
**AUGUSTA, GA.**  
 AND VICINITY  
 SHOWING THE LINES OF THE  
 Augusta & Aiken Electric Railway  
 AND THE  
 Augusta Railway & Electric Co.

Sheet No. 1, 1901





OFFICERS.—Pres. W. W. Murray, V. Pres. W. A. Charters, Sec. & Treas. J. F. Moore, Man. A. J. Warner, Ch. Engr. W. A. Carlisle, Elec. Engr. F. P. Cutchings.

Date of information, Mar. 1903. z

### GAINESVILLE.

Population in 1880, 1,919, in 1890, 3,202, in 1900 (local estimates), 5,400.

**Gainesville & Hall County Street Railroad Co.**—This road is owned by the North Georgia Electric Co., of Dahlonega, Ga.

CAPITAL STOCK, \$15,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 10 cars.

Date of information, Jan., 1903. d

### MACON.

Population in 1880, 12,749, in 1890, 22,746, in 1900, 23,272; population served, 41,000.

**Macon Railway & Light Co.**—Chartered Oct. 23, 1902, in perpetuity. City franchise granted for 50 years. Annual meeting in Feb. This company is a consolidation of the Macon Consolidated Street R. R. Co., Macon Electric Light & Ry. Co., the Metropolitan Ry. Co., the North & South Macon Ry. Co., and the electric lighting plants of the city of Macon. The company is controlled by the Railways & Light Co., of America, of Richmond, Va.

CAPITAL STOCK, common \$900,000; preferred, \$300,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$750,000; dated Jan. 1, 1903; due 1953; denom. \$1,000; int. payable Jan. and July at office of North American Trust Co., trustee of mortgage.

Macon Electric Light & Ry. Co.'s bonds, outstanding, 42,500. These bonds are being retired as fast as they can be purchased.

PLANT AND EQUIPMENT.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 45 lb., 60 lb. and 70 lb. T rail; 58 cars, Gen. Elec. dynamos and motors, American, Lamokin and Brill cars.

OFFICERS.—Pres. E. L. Bemis, V. Pres. & Sec. J. H. Hertz, Treas. E. L. Douglas, (Savannah,) Ga.; Gen. Man. Railways & Light Co. of America, Richmond, Va.; Supt. & Elec. J. T. Nyhan, Ch. Engr. J. T. Mowrer.

DIRECTORS.—W. W. Mackall, R. Lancaster Williams, A. H. Rutherford, H. Myers, T. J. Carling, J. S. Collins, J. H. Fall, J. W. Cahannis, J. H. Hertz, R. H. Plant, W. E. McCaw, S. R. Jacques, H. Horne, M. Happ, E. L. Bemiss.

GENERAL OFFICE, Macon, Ga.

REFERENCE.—Description of park, Vol. XVII, Apr. 6, '01, p. 435. Date of information, Mar., 1903. z

### ROME.

Population in 1880, 3,877, in 1890, 6,950, in 1900, 7,291.

**The City Electric Railway Co.**—Chartered in 1894, as a successor to the Rome Street Ry. Co., which was sold under foreclosure July 5, 1894. This company also operates a lighting plant, having recently purchased the Rome Lighting Co. It has recently extended its lines 1½ miles to a park of its own containing 25 acres.

CAPITAL STOCK, authorized, \$100,000; issued, \$60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000, dated Oct. 1, 1894, due 1914; denom. \$1,000; not subject to call; int. payable Apr. and Oct., at office of American Security & Trust Co., of Washington, D. C.

OPERATION.—Year ending Dec. 31,

|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|----------|
| Receipts from pass., rent, etc. | \$16,654 | \$18,942 | \$21,070 | \$20,414 |          |
| " power furnished....           | 6,857    | 9,790    | 19,639   | 20,824   |          |
| " total.....                    | 23,511   | 28,732   | 40,709   | 41,238   | \$42,544 |
| Operating expenses*.....        | 21,780   | 23,381   | 33,707   | 34,875   | 39,733   |
| Earnings from operation.....    | 1,730    | 5,351    | 7,002    | 6,363    | 2,811    |
| Deduction from earnings.        |          |          |          |          |          |
| Interest.....                   | 4,625    | 5,000    | 5,000    | 5,000    |          |
| Net income.....                 | †2,895   | 351      | 2,002    | 1,363    |          |

\*Including insurance and taxes. †Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and own cars.

OFFICERS.—Pres. Seymour Cunningham, Sec. R. A. Denny, Treas. Gen. Man. Supt. & Pur. Agt. J. B. Marvin, Elec. Walter Massey.

DIRECTORS.—Seymour Cunningham, R. A. Denny, J. L. Bass, Ed. S. McCalmont.

GENERAL OFFICE, 1st St. and 8th Ave., Rome, Ga.

Date of information, Mar., 1903. z

### SAVANNAH.

Population in 1880, 30,709, in 1890, 43,189, in 1900, 54,244.

**Savannah Electric Co.**—This company was chartered (in perpetuity) in 1902 to take over the properties of the Savannah, Thunder-

bolt & Isle of Hope Ry. Co., the City & Suburban Ry. Co., Savannah & Isle of Hope Ry. Co. and the Edison Electric Illuminating Co., of Savannah.

**Capital Stock.**—Common, authorized and issued, \$2,500,000; preferred, authorized and issued, \$1,000,000. Dividend on preferred stock, 6 p. c. non cumulative, payable Apr. and Oct.

**Funded Debt.**—First consolidated 5 p. c. gold bonds, authorized, \$3,500,000, issued, \$1,500,000; dated Jan. 1, 1902, due 1952; American Loan & Trust Co., of Boston, trustee of mortgage.

**Note.**—\$1,000,000 of the above bonds are reserved to retire a like amount of Savannah, Thunderbolt & Isle of Hope Co.'s 4 p. c. underlying bonds. Bonds may be called for payment at 110 at any time. Sinking fund, \$20,000 per annum.

| Operation.—Year ending June 30, | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Total receipts.....             | \$407,348 | \$458,365 |
| Operating expenses.....         | 236,861   | 272,035   |
| Earnings from operation.....    | \$170,487 | \$186,330 |

**Balance Sheet.**—Dated June 30, 1892.

#### ASSETS..

|                       |             |
|-----------------------|-------------|
| Plant.....            | \$5,954,170 |
| Current assets.....   | 34,662      |
| Bills receivable..... | 25,360      |
| Suspense.....         | 415         |
| Cash.....             | 40,099      |
| Total.....            | \$6,054,706 |

#### LIABILITIES.

|                        |             |
|------------------------|-------------|
| Capital stock.....     | \$3,500,000 |
| Funded debt.....       | 2,500,000   |
| Accounts payable.....  | 20,332      |
| Bills not yet due..... | 12,517      |
| Surplus.....           | 21,856      |
| Total.....             | \$6,054,706 |

**Plant and Equipment.**—Miles of track, 55.

OFFICERS.—Pres. Geo. J. Baldwin, V. Pres. A. Stuart Pratt, Sec. A. S. Minis, Asst. Sec. H. R. Hayes, Treas. Henry B. Sawyer, Asst. Treas. L. A. Bowers, Man. Clinton B. Kidder, Asst. Man. J. H. Oakley, Gen. Mans. Stone & Webster, 93 Federal St., Boston, Mass.

DIRECTORS.—H. W. MacKall, A. L. Alexander, A. S. Minis, C. A. Stone, E. S. Webster, Jas. J. Storrow, Gardiner M. Lane, John S. Bartlett, Russell Robb, Geo. J. Baldwin, Henry D. Stevens, Jacob Paulson, J. A. G. Carson, L. A. Bowers, L. Boggs.

EXECUTIVE COMMITTEE.—Geo. J. Baldwin, Chas. A. Stone, Edwin S. Webster.

General Office, Savannah, Ga.

Date of information, Feb., 1903. d x

### VALDOSTA.

Population in 1890, 2,854; in 1900, 5,613.

**Valdosta Street Railway Co.**—State charter and municipal franchises granted in 1898 for 100 years. This company commenced operation of its railway in Valdosta in Sept., 1900.

CAPITAL STOCK, authorized, \$50,000, issued, \$20,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; West. generators and motors, Bates engines, Laclede cars.

OFFICERS.—Pres. T. G. Cranford, V. Pres. & Treas. W. S. West, Sec. & Supt. L. W. Shaw, Gen. Man. E. L. Moore, Elec. B. W. Bently.

GENERAL OFFICE, Valdosta, Ga.

Date of information, Feb., 1901. z

### IDAHO.

#### BOISE CITY.

Population in 1880, 1,896, in 1890, 2,311, in 1900, 8,794.

**Boise Rapid Transit Co.**—Charter and municipal franchise granted in 1892 for 50 years. Annual meeting in Sept.

CAPITAL STOCK, authorized, \$200,000, issued, \$54,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; 40 H. P. station plant; Gen. Elec. dynamos and motors, Brills car and trucks; water power.

OFFICERS.—Pres. Geo. Aineslie, V. Pres. D. Arnold, Sec. H. E. Neal, Treas. Pur. Agt. & Gen. Man. G. D. Ellis, Elec. C. Hutchison Aud. W. Wallace.

DIRECTORS.—Geo. Aineslie, D. Arnold, M. E. McCarty, Geo. W. Russell, W. H. Janman, Geo. D. Ellis, John P. Morgan.

GENERAL OFFICE, Main and 7th Sts.

Date of information, June, 1901. d

## ILLINOIS.

## ALTON.

Population in 1880, 8,965, in 1890, 10,294, in 1900, 14,210; estimated population of Alton, Upper Alton, North Alton and East Alton, 22,500.

**Alton Railway, Gas & Electric Co.**—Chartered June, 1899, for 99 years. Annual meeting in Jan. This company is the successor to the Alton Ry. & Illuminating Co., which was chartered July, 1895, a consolidation of the Alton Electric Street R. R. Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co. The new company has recently purchased the property of the Alton Gas & Electric Co. from the bondholders, who took the property under foreclosure, July 1, 1899, and the Alton Electric & Service Co., sold under foreclosure, Nov. 14, 1900.

**FRANCHISES.**—Franchises granted in 1867 in perpetuity, and in 1896 for 20 years. Renewed and extended for 50 years from Nov. 25, 1898. Electric light franchise granted in 1896 for 20 years, renewed and extended for 50 years, from Nov. 25, 1898. Gas franchise granted in 1867, in perpetuity. Heating franchise granted in 1899, in perpetuity.

**CAPITAL STOCK**, authorized and issued, \$500,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$250,000, in escrow, \$250,000 (see note); coupon, but may be registered; dated Oct. 1, 1899, due 1939; denom. \$1,000; int. payable at office of North American Trust Co., of New York, trustee.

**NOTE.**—\$250,000 of the first mortgage bonds are held in escrow to retire underlying bonds on parts of plant.

| OPERATION.—Year ending        | 1899.    | Sept. 30, 1900. | 1901.    | June 30, 1902. |
|-------------------------------|----------|-----------------|----------|----------------|
| Receipts from passengers..... | \$52,312 | \$61,913        | \$72,664 | \$77,528       |
| " electric lighting.....      | 28,231   | 29,609          | 34,652   | 39,535         |
| " from other sources.....     | 271      | 15,053          | 21,578   | 24,958         |
| " total.....                  | 80,814   | 106,575         | 128,894  | 142,021        |
| Operating expenses.....       | 39,187   | 56,072          | 66,529   | 80,732         |
| Earnings from operation.....  | 41,627   | 50,503          | 62,366   | 61,288         |
| Deductions from earnings.     |          |                 |          |                |
| Interest.....                 | 14,392   | 20,375          | 19,389   | 25,201         |
| Taxes.....                    | 2,338    | 2,595           | 2,761    | 4,541          |
| Legal exp. and attorneys fees | 1,695    | 700             | 6,907    | 1,546          |
| Net income.....               | 23,202   | 26,833          | 33,309   | 30,000         |

| BALANCE SHEET.—Dated Dec. 31,  | 1899.     | 1900.       | June 30, 1902. |
|--------------------------------|-----------|-------------|----------------|
| ASSETS.                        |           |             |                |
| Plant and property.....        | \$909,258 | \$1,056,740 | \$1,149,356    |
| Extensions.....                | 37,198    |             |                |
| Accounts receivable.....       | 7,638     | 12,664      | 11,059         |
| Cash.....                      | 15,280    | 12,142      | 8,726          |
| Materials and supplies.....    | 4,266     | 12,370      | 7,274          |
| Operating expenses, 6 mos..... |           | 30,610      |                |
| Interest and taxes.....        |           | 7,930       |                |
| Contracting account.....       | 615       |             |                |
| Annual expenses.....           | 1,550     |             |                |
| Total.....                     | \$975,805 | \$1,132,456 | \$1,176,416    |

| LIABILITIES.                        | 1899.     | 1900.       | June 30, 1902. |
|-------------------------------------|-----------|-------------|----------------|
| Capital stock.....                  | \$500,000 | \$500,000   | \$500,000      |
| Funded Debt.....                    | 375,000   | 462,000     | 500,000        |
| Bills and acts. payable.....        | 4,096     | 8,450       | 15,166         |
| Earnings, 6 mos.....                |           | 62,006      |                |
| Contracting account.....            | 1,360     |             |                |
| Accrued interest and dividends..... |           |             | 11,250         |
| Profit and loss (surplus).....      | 95,349    | 100,000     | 150,000        |
| Total.....                          | \$975,805 | \$1,132,456 | \$1,176,416    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. 60 lb. and 70 lb. girder and T rail; 8 horses, 18 motor cars; 1,000 H. P. engines, Corliss, 650 H. P., Buckeye, 350 H. P., Brush, Gen. Elec. and Fort Wayne dynamos, Walker and Gen. Elec. motors, Laclede cars, Peckham trucks.

**ELECTRIC LIGHT PLANT.**—800 H. P. operating 210 arc lights and 12,000 incandescent lights and 175 H. P. of motors.

**GAS PLANT.**—Retort capacity, 150,000 cu. ft. coal gas daily; 8 miles of mains.

**HEATING PLANT,** 2 miles of mains.—Forced hot water circulation, with capacity for 75,000 ft. of radiation. Started Jan. 1, 1900.

**OFFICERS.**—Pres., Treas. & Pur. Agt. Joseph F. Porter, V. Pres. O. S. Stowell, Supt. Ry. Dept. W. E. Porter, Aud. H. E. Weeks.

**DIRECTORS.**—C. A. Caldwell, G. M. Ryrie, O. S. Stowell, S. H. Baker, J. F. Porter.

**GENERAL OFFICE.**—205 Market St., Alton, Ill.

Date of information, Mar., 1903.

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**Alton & East Alton Railway and Power Co.**—This company commenced to operate 1 mile of road on Jan. 1, 1903, and has 3 miles under construction.

**CAPITAL STOCK**, authorized, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—None.

**OFFICERS.**—Pres. James Duncan, V. Pres. G. M. Ryrie, Sec. Treas. and Man. J. F. Porter.

**DIRECTORS.**—C. A. Caldwell, O. S. Stowell, G. M. Ryrie, James Duncan, J. F. Porter.

**GENERAL OFFICE**, 205 Market St., Alton, Ill.

Date of information, Mar. 1903.

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## AURORA.

Population in 1880, 11,273, in 1890, 19,688, in 1900, 24,147.

**Elgin, Aurora & Southern Traction Co.**—This company is a consolidation, in May, 1901, of the Elgin City, Carpentersville & Aurora Ry., the Aurora Street Ry., the Elgin City Ry., the Aurora & Geneva Ry., the Geneva, Batavia & Southern Ry., and the Aurora, Yorkville & Morris Ry. This road will be connected with Chicago by means of the Aurora, Elgin & Chicago Ry. The road covers 72 miles of track, connecting the cities and towns of Aurora, Carpentersville, Dundee, Elgin, South Elgin, Geneva, Batavia, St. Charles, Montgomery, Oswego, Yorkville and Bristol, and includes the city lines of Elgin and Aurora.

**CAPITAL STOCK**, authorized and issued, \$2,000,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, coupon, but may be registered, authorized, \$2,000,000; issued, \$1,700,000 (see note); dated June 1, 1901, due 1916; denom. \$1,000; int. payable June and Dec., at office of American Trust & Savings Bank, Chicago, trustee of mortgage, and First National Bank of New York or its financial agency in the city of New York.

Elgin City Railway Co.'s first mortgage 5 p. c. bonds, \$200,000; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., New York City.

Carpentersville, Elgin & Aurora Ry. Co.'s first mortgage 5 p. c. bonds, \$100,000; dated Jan. 1, 1896, due 1907.

**NOTE.**—\$300,000 of the first mortgage bonds are reserved to retire the above divisional liens. Provision has been made for a sinking fund of \$17,000 per annum for the first five years, and \$25,000 per annum thereafter.

| OPERATION.—12 months ending Dec. 31, | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Total receipts.....                  | \$361,665 | \$410,431 |
| Operating expenses.....              | 206,005   | 243,653   |
| Earnings from operation.....         | 155,660   | 166,778   |
| Deductions from earnings.....        | 100,000   | 100,000   |
| Net income.....                      | 55,660    | 66,778    |

**OFFICERS.**—Pres. L. J. Wolf, Cleveland, O.; Sec. & Treas. H. C. Lang, Cleveland, O.; Man. & Pur. Agt. Edwin C. Faber, Aurora; Ch. Engr. T. North.

**GENERAL OFFICE**, Aurora, Ill.

**POWER STATIONS**, Aurora and Elgin, Ill.

**REFERENCES.**—AURORA STREET RY. Co.—Description of parks (brief), Vol. XVII, Apr. 6, '01, p. 436. AURORA & GENEVA RY. Co.—Description of opening of road (brief), Vol. XII Dec, '96, p. 753.

Date of information, Mar. 1903.

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**Aurora, DeKalb, & Rockford Electric Traction Co.**—This company has 60 miles of electric railway under construction, which it expects to put in operation during 1903.

**OFFICER.**—Cons. Engr. W. D. Ball, The Rookery, Chicago, Ill.

**GENERAL OFFICE**, Aurora, Ill.

**POWER STATION**, DeKalb, Ill.

Date of information, Jan., 1903.

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## BELLEVILLE.

Population in 1880, 10,683, in 1890, 15,361, in 1900, 17,484.

**St. Louis & Belleville Traction Co.**—This company is the consolidation, in Jan. 1900, of the Belleville Electric Ry. Co., the St. Louis & Belleville Electric Ry. Co., and the St. Louis, Belleville & Suburban Ry. Co. The new company owns all the lines in Belleville and two double tracked lines (one on private right of way) between East St. Louis and Belleville. In Mar., 1902, this property was purchased by E. W. Clark & Co., of Philadelphia.

**CAPITAL STOCK**, authorized and issued, \$1,500,000; par value \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized \$1,250,000, issued \$1,000,000; in treasury for future extensions \$250,000; dated Sept. 1, 1889, due 1919; denom. \$1,000; subject to call after ten years at 105, int. payable Mar. and Sept. at office of American Trust & Savings Bank of Chicago, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track, owned 48, leased 6, gauge 4 ft. 8½ in.; 20 motor cars; Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars and trucks.

**OFFICERS.**—Pres. Geo. J. Kobusch, Sec. & Treas. Edw. Abends, Jr., Supt. A. C. Thompson, Gen. Man. Jno. M. Bramlette.

**GENERAL OFFICE,** Belleville, Ill.

Date of information, Mar., 1902. x

### BLOOMINGTON.

Population in 1890, 20,484, in 1900, 23,286. Normal, 1900, 3,795.

**Bloomington & Normal Railway, Electric & Heating Co.**—This is a consolidation June 1, 1902, of the Bloomington & Normal Ry. Co., the Bloomington Electric Light Co. and the City District Heating Co. This company operates the street railway system, and furnishes steam power, electric power, electric lights, hot water heat and compressed air. Annual meeting third Tuesday in June.

**CAPITAL STOCK,** authorized \$600,000, issued, \$500,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized \$600,000, issued, \$500,000; dated June 1900, due 1927; int. payable Jan. and July at office of Illinois Trust & Savings Bank, of Chicago, trustees of mortgage.

Bonds may be called for payment at one month's notice, at 110 and accrued interest on any interest payment day.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 21; gauge, 4 ft 8½ in.; 45 lb., 60 lb. and 70 lb. T rail; 34 cars, of which 24 are motor cars and 10 trail cars; St. Louis Corliss engines, West. direct connected dynamos, West. and Gen. Elec. motors, St. Louis and Bucyrus cars, Peckham trucks.

**OFFICERS.**—Pres. A. E. DeMange, V. Pres. & Gen. Man. John Eddy, Sec. & Treas. J. F. Evans, Supt. Ry. Dept. Wm. Irvin, Supt. Heat, Light & Power Depts. F. W. DeMange, Elec. C. W. Robinson.

**DIRECTORS.**—A. E. DeMange, B. S. Green, John Eddy, J. F. Evans, J. O. Wilson, R. F. Evans, W. E. Rossney.

**GENERAL OFFICE,** Bloomington, Ill.

Date of information, Mar., 1903. z

### CAIRO.

Population in 1880, 9,012, in 1890, 10,324, in 1900, 12,000.

**Egypt Electric Co.**—This is the successor to the Delta Electric, Power, Light & Street Car Co., which was sold under foreclosure. Chartered July 7, 1896, for 50 years. Annual meeting June 25.

**CAPITAL STOCK,** authorized and issued, \$40,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars. Russell engines, Nat. and Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. E. W. Halliday, V. Pres. Edwin Halliday, Sec. & Treas. John W. Eakin, Elec. W. A. Rittenhouse, Ch. Engr. H. Sackberger.

**DIRECTORS.**—E. W. Halliday, Chas. Cunningham, John W. Eakin, W. H. Rittenhouse, Edwin Halliday.

**GENERAL OFFICE,** 709 Ohio Levee St., Cairo, Ill.

Date of information, Mar., 1903. z

**Cairo Electric Railway Co.**—Chartered May 28, 1890, for 20 years. Municipal franchise granted July 10, 1890, for 20 years. Annual meeting last Thursday in May. This company leases the Sycamore Street Ry.

**CAPITAL STOCK,** authorized, \$75,000, issued, \$52,400.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized, \$75,000; issued, \$52,400; dated June 1, 1891, due 1911; denom. \$100 and \$500, int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

**PLANT AND EQUIPMENT.**—Miles of track owned (electric), 5.71, leased, .85; gauge, 4 ft. 8½ in.; 40 lb. T rail; 11 motor cars and 2 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Laclede, Stephenson and St. Louis cars, Sheffield and Diamond trucks.

**OFFICERS.**—Pres., Treas. & Pur. Agt. E. W. Halliday, V. Pres. Supt. & Pur. Agt. Edwin Halliday, Sec. C. Cunningham, Ch. Engr. F. O. Schlosser, Elec. W. A. Rittenhouse.

**DIRECTORS.**—Andrew Lohr, H. W. Schuh, Charles O. Patier, Charles Cunningham, E. W. Halliday.

**GENERAL OFFICE,** 511 Levee St., Cairo, Ill.

Date of information, Jan., 1903. d

### CENTRALIA.

Population in 1880, 3,621, in 1890, 4,762, in 1900 (local estimates), 5,000.

**Centralia & Central City Street Railway Co.**—Chartered Jan., 1891, for 20 years. Municipal franchise granted July 2, 1891, for 20 years. Annual meeting first Monday in Feb.

**CAPITAL STOCK,** authorized, \$10,000, issued, \$8,260.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. T rail; 10 horses, 10 cars.

**OFFICERS.**—Pres. Chauncey House, V. Pres. J. H. Johnson, Sec. & Treas. S. A. Frazier, Supt. John R. King.

**DIRECTORS.**—S. A. Frazier, Hugo Prill, Chauncey House, J. H. Johnson, Norman Rexford.

**GENERAL OFFICE,** 117 N. Locust St., Centralia, Ill.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Jan., 1903. d

### CHAMPAIGN.

Population in 1880, 5,103, in 1890, 5,839, in 1894, 8,800, in 1900, 11,000. Population of Urbana in 1900, 6,000.

**Urbana & Champaign Railway, Gas and Electric Co.**—This company was incorporated May 12, 1897, and purchased the properties, etc., of the old corporations and companies formerly known as the Urbana & Champaign Electric Street Ry. Co., Champaign & Urbana Gas, Light & Coke Co., Champaign Electric Light & Power Co. and West End Park Co. It operates all electric traction, lighting, power, heating, gas and amusement park systems in the cities of Champaign and Urbana.

**CAPITAL STOCK,** \$500,000; par value, \$100 per share.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$185,000; held in escrow, \$250,000; dated July 1, 1899, due 1929; denom. \$1,000; int. payable Jan. and July at office of Portland Trust Co., Portland, Me., trustee of mortgage.

\$250,000 of these bonds are held to retire underlying bonds of that amount, dated June, 1897, of which \$8,000 mature annually from June 1, 1900, until 1917, at which time the remainder of the issue matures, and \$65,000 are held in treasury for extensions and betterments.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 27 cars, of which 11 are motor cars and 16 trail cars; P. A., Corliss, Ide and Russell engines, West. dynamos and motors, Brownell and Laclede cars.

**OFFICERS.**—Pres. Gen. Man. & Pur. Agt. W. B. McKinley, Sec. & Treas. Chas. Zilly, Gen. Supt. H. J. Pepper, Ch. Engr. F. Heimlicher, Supt. of Gas Dept. Jas. E. Wood.

**GENERAL OFFICE,** Champaign, Ill.

Date of information, Mar., 1903. z

**Danville, Urbana & Champaign Railway Co.**—Chartered in Aug., 1902, for 99 years. Municipal franchise granted in Aug., 1902, for 20 years. Annual meeting in Aug. This company's lines serve a total population of 70,000. Operation commenced in Dec., 1902.

**CAPITAL STOCK,** authorized and issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized, \$700,000; issued, \$110,000; in escrow, \$500,000; in treasury, \$90,000; dated Dec. 1, 1902, due 1922; denom. \$1,000; int. payable June and Dec., at office of Portland Trust Co., Portland, Me., trustee of mortgage.

The first mortgage bonds may be called for payment at six months' notice and at a price of 105 and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars, 2 flat cars.

**OFFICERS.**—Pres. & Gen. Man. W. B. McKinley, Supt. H. J. Pepper.

**DIRECTORS.**—W. B. McKinley, Royal Wright, W. E. Coffin, Chas. Zilly, H. J. Pepper.

**GENERAL OFFICE,** Champaign, Ill.

Date of information, Mar. 1903. z

### CHICAGO.

Population in 1880, 503,185, in 1890, 1,099,850, in 1900, 1,698,575.

**Chicago Union Traction Co.**—Incorporated June 3, 1899. This company purchased for cash \$3,200,000 of the stock of the West Chicago Street R. R. Co., and \$2,000,000 of the stock of the North Chicago Street R. R. Co., and the two companies were leased to this company in June, 1899, the West Chicago R. R., at a yearly rental of 6 p. c. on its capital stock outstanding (\$13,189,000), and the North Chicago R. R. at a yearly rental of 12 p. c. on its capital stock outstanding (\$7,920,000). On Apr. 14, 1900, the Chicago Consolidated Traction Co. was acquired by this company, paying \$45 in bonds of the Chicago Consolidated Traction Co., bearing 4½ p. c. (interest guaranteed), and \$1.50 in cash for each share of the consolidated company's stock. Practically all of the total issue of \$15,000,000 stock have accepted the offer. \$500,000 of the preferred and \$250,000 of the common stock of this company is owned by The American Railways Co. of Philadelphia.

**Capital Stock.**—Common, authorized and issued, \$20,000,000; par value, \$100 per share.

Please note date of information at end of each report.

Preferred, 5 p. c. authorized and issued, \$12,000,000. Dividends paid, 1½ p. c. quarterly on preferred stock; passed the last three quarters of 1901.

**Operation.**—Year ending June 30,

|                              | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|
| Receipts from operation..... | \$7,477,398 | \$7,289,139 | \$7,825,120 |
| "    other sources.....      | 868,350     | 869,671     | 117,350     |
| "    total.....              | 8,345,748   | 8,158,810   | 7,942,470   |
| Operating expenses.....      | 3,761,797   | 3,942,194   | 4,570,719   |
| Earnings.....                | 4,583,951   | 4,216,616   | 3,371,751   |
| Deductions from earnings.    |             |             |             |
| Interest on loans, etc.....  | 45,390      | 72,665      | 117,784     |
| Taxes.....                   | 246,034     | 320,296     | 614,417     |
| Rentals.....                 | 3,688,452   | 3,665,080   | 2,884,680   |
| Premium on bonds purchased.  |             |             | 2,397       |
| Net income.....              | 604,075     | 158,575     | *247,528    |
| Dividends.....               | 600,000     | 150,000     |             |
| To surplus account.....      | 4,075       | 8,575       |             |

**OPERATING EXPENSES.**

**Year ending June 30, 1902.**

|                                        |             |
|----------------------------------------|-------------|
| General expenses.....                  | \$1,003,096 |
| Transportation expenses.....           | 2,793,999   |
| Maintenance of way and structures..... | 274,576     |
| "    equipment.....                    | 499,048     |
| Total.....                             | \$4,570,719 |

**Officers.**—Pres. & Gen. Man. John M. Roach, V. Pres. R. A. C. Smith, 2d V. Pres. W. H. Wilson, Treas. James H. Eckels, Sec. & Asst. Treas. Markham B. Orde, Audr. F. E. Smith, Supt. T. A. Henderson.

**Directors.**—Wm. F. Harrity, Phila., Pa; H. B. Hollins, R. A. C. Smith, N. Y. City; John Lambert, Joseph Downey, H. G. Foreman, W. H. Wilson; Jesse Spalding, J. V. Clark, James H. Eckels, J. M. Roach, Chicago.

**References.**—Subway plans, Vol. XVI, Aug. 4, '00, p. 711; Aug. 11, '00, p. 761 (ill.); street railway commission, Sept. 15, '00, p. 863; tunnel question, Sept. 8, '00, p. 854; Sept. 22, '00, p. 871; municipal ownership, July 21, '00, p. 673; test of public opinion, July 7, '00, p. 617; Aug. 11, '00, p. 765; annual report, Vol. XVIII, Aug. 3, '01, p. 165; arbitration of wages, Vol. XX, Nov. 15, '02, p. 813, transfer regulations, Vol. XX, Nov. 22, '02, p. 839.

**General Office,** 444 North Clark St.

Date of information, Mar., 1903.

**North Chicago Street Railroad Co.**—Chartered May 18, 1886, for 99 years. Annual meeting in Jan. In 1898, \$1,320,000 new capital stock was issued for extensions and to retire \$500,000, 6 p. c. certificates of indebtedness of 1891. In June, 1899, this company was leased to the Chicago Union Traction Co., at a yearly rental of 12 p. c. on its capital stock.

**Capital Stock,** authorized, \$10,000,000, issued, \$7,920,000; par value, \$100 per share.

**Funded Debt.**—\$7,729,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, \$3,171,000; coupon, but may be registered; dated 1886, due \$1,500,000 in 1906, \$1,250,000 in 1909, \$421,000 in 1916; int. payable Jan. and July, at office of the company in Chicago; trustee of mortgage, Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

Refunding 4½ p. c. gold bonds, authorized, \$4,800,000, issued, series A, \$1,614,000 (see note); dated Apr. 1, 1901, due 1931; int. payable Apr. and Oct., at office of Northern Trust Co., Chicago, trustee of mortgage.

\*\* North Chicago City Ry. Co.'s first mortgage 4 p. c. bonds, \$500,000; coupon, but may be registered; dated July 1, 1900, due 1927; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

North Chicago City Ry. Co.'s second mortgage 4½ p. c. bonds, authorized and issued, \$2,500,000; coupon, but may be registered; dated 1887, due 1927; denom. \$1,000; subject to call at any time; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

The company has guaranteed the principal and interest of \$688,000 of the bonds of the North Chicago Electric Railway Co., \$255,000 of the bonds of the Chicago Electric Transit Co., \$30,000 of the Evanston Electric Ry. Co., and \$155,000 of the bonds of the North Side Electric Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the North Chicago Street R. R. Co. are still in force.

\*\* These bonds were originally a 6 p. c. issue, falling due July 1, 1900, but were extended for 27 years at 4 p. c. on payment of 3 p. c. premium (\$30 per bond).

**Note.**—This company has guaranteed the North Chicago Electric Ry. bonds (\$640,000), the Chicago Electric Transit bonds (\$255,000), the North Side Electric Street Ry. bonds (\$155,000), and the Evanston Electric Ry. bonds (\$130,000).

Of the \$4,800,000 refunding bonds, \$1,614,000, called series A, have been issued to retire the 6 p. c. debenture certificates of the company, and \$1,171,000 are reserved to take up the 5 p. c. bonds due in 1906, 1909 and 1916, and to pay a mortgage of \$15,000 on the Dearborn Street property.

**Leased Roads.**—The company owns a controlling interest (\$250,100 out of \$500,000) in the capital stock of the North Chicago City Railway Co. (acquired in 1886) and operates the lines of that company under a 999 year lease, dated May 24, 1886, by the terms of which the company assumes the principal and interest of the lessor's bonded indebtedness and other liabilities, and pays as rental \$30 per share on the outstanding capital stock (\$249,900).

**Dividends,** in 1890, 7 p. c.; in 1891, 8 p. c.; in 1892, 11.5 p. c.; in 1893, 11.5 p. c.; in 1894, 12 p. c.; in 1895, 12 p. c. and 20 p. c. extra; in 1896, 7, 8 and 9, 12 p. c. Dividends payable quarterly, in Jan., Apr., July, Oct. Dividends on North Chicago City Ry. stock 30 p. c., payable Jan., Apr., July, Oct.

**Plant and Equipment.**—Miles of track, 101; operated by electricity, 84, by cable, 17; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 1,000 horses, 915 cars, of which 282 are motor cars, 126 are grip cars and 507 trail cars; Wetherill, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos and motors, Brownell, American, Stephenson, Pullman and Brill cars.

**Officers.**—Pres. J. A. Rose, V. Pres. H. F. Keegan, Sec. F. E. Smith, Treas. M. B. Orde, Supt. T. A. Henderson, Elecn. J. F. Murphy.

**Directors.**—H. F. Keegan, M. B. Orde, F. E. Smith, L. R. Altemus, John A. Rose.

**General Office,** 444 No. Clark St.

Date of information, Mar., 1903.

**West Chicago Street Railroad Co.**—Chartered July 19, 1887. Annual meeting in Jan. In June, 1899, this company was leased to the Chicago Union Traction Co. at a yearly rental of 6 p. c. on its capital stock.

**Capital Stock,** authorized, \$20,000,000, issued, \$13,189,000; par value, \$100 per share.

**Funded Debt, as follows:**

First mortgage 5 p. c. coupon bonds, authorized, \$4,100,000, outstanding \$3,896,000; dated May 1, 1888, due 1928; denom. \$1,000; int. payable May and Nov., in Chicago; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

Consolidated mortgage 5 p. c. gold bonds, authorized, \$10,000,000, issued, \$6,104,000, in escrow (see Note), \$3,896,000; coupon, but may be registered; dated 1896, due Nov. 1, 1936; denom. \$1,000; int. payable May and Nov., in New York and Chicago; trustees of mortgage, Central Trust Co., of New York, and Geo. Sherman.

Debenture 6 p. c. bonds, \$497,000; coupon, but may be registered; dated Dec. 1, 1894, due 1914, but subject to call; denom. \$1,000; int. payable June and Dec., at office of company.

Chicago West Division Ry. Co.'s first mortgage 4½ p. c. bonds, outstanding, \$4,016,000; dated July 1, 1892, due 1932; denom. \$1,000; int. payable Jan. and July, at company's office; trustee of mortgage, Merchants' Loan and Trust Co.

Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$400,000; coupon, but may be registered; dated Aug. 1, 1885, due 1903; denom. \$1,000; int. payable Feb. and Aug.

Chicago Passenger Ry. Co.'s consolidated mortgage 5 p. c. bonds, authorized \$2,000,000, issued, \$1,600,000; in escrow \$400,000 to retire Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, due 1903; coupon, but may be registered; dated Nov. 1, 1896, due 1936; denom. \$1,000; int. payable May and Nov. at Equitable Trust Co., trustee of mortgage.

West Chicago Street R. R. Tunnel Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$1,500,000; coupon, but may be registered; dated Feb. 1, 1889, due 1909; int. payable Feb. and Aug. at office of Illinois Trust and Savings Bank, of Chicago.

Power House mortgages of 1928-29 (int. 5 p. c.) \$184,000.

The company has guaranteed the principal and interest of \$180,000 of the bonds of the North Chicago Electric Ry. Co., \$842,000 of the bonds of the Chicago Electric Transit Co., the \$2,000,000 issue of the Cicero & Proviso Street Ry. Co. and \$500,000 first mortgage bonds of the Ogden Street Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the West Chicago Street R. R. Co., are still in force.

**Note.**—\$6,031,000 of the consolidated mortgage bonds have been issued for the purpose of retiring \$2,700,000 outstanding 6 p. c. debenture bonds, and the floating debt, amounting to about \$3,000,000. In Mar., 1898, the company wrote that \$2,000,000 of the 6 p. c. debenture bonds had been taken up. \$3,896,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of first mortgage bonds.

The bonds of the West Chicago Street R. R. Tunnel Co. are secured by a first mortgage on real estate and tunnel property costing \$2,515,000, of which the real estate alone cost, \$715,000.

In Mar. 1896, the stockholders of the Chicago Passenger Ry. Co. authorized the directors to increase its capital stock from \$1,000,000 to \$2,000,000, and to issue additional bonds to the amount of



\$1,000,000. It is understood that \$730,000 of the new stock was subscribed for at par by the trustee representing the interest of the West Chicago Street R. R. Co. in the capital stock of the Chicago Passenger Ry. Co., and the remainder was taken at par by the outside stockholders. The bonds were sold to reimburse the West Chicago R. R. Co. for its expenditures upon the system of the Chicago Passenger Ry. Co.

**Leased Roads.**—The company owns a controlling interest (\$625,100 out of \$1,250,000) of the capital stock of the Chicago West Division Ry. Co. and operates it under a 99 year lease, by the terms of which the company assumes the principal and interest of the lessor's funded indebtedness (\$4,070,000) and pays as rental 35 p. c. per annum on the outstanding capital stock (\$624,900), which it does not own.

The Chicago West Division Ry. Co. owns a controlling interest (\$1,460,000 out of \$2,000,000) of the capital stock of the Chicago Passenger Ry. Co., and the company also operates this property under a 99 year lease, having assumed the lessor's funded indebtedness and agreed to pay 5 p. c. per annum on its entire capital stock.

The company operates the West Chicago Street R. R. Tunnel Co.'s property under a 99 year lease made in 1889, by the terms of which the company agrees to pay an annual toll on each car passing through the tunnel, to form a rental which shall never fall below an amount sufficient to pay the interest on the bonds and to provide a sinking fund for their retirement.

The company formerly leased the property of the Cicero & Proviso Street Ry. Co., and the Ogden Street Ry. Co., but these companies are now owned by the Chicago Consolidated Traction Co.

**Dividends**, in 1889, 5 p. c.; in 1890, 5 p. c.; in 1891, 4½ p. c.; in 1892, 8½ p. c.; in 1893, 9 p. c.; in 1894, 9 p. c.; in 1895–6–7–8–9–00, 6 p. c. Dividends payable quarterly in Feb., May, Aug., Nov.

**Plant and Equipment.**—Miles of track, owned 72.7, leased 130, total, 202.7; operated by electricity 165.68, by cable 30.42, by horses 6.6; gauge, 4 ft. 8½ in.; 43 lb. to 90 lb. tram and girder rail; 165 horses, 1,896 cars, of which 325 are motor cars, 200 are grip cars, and 1,371 trail and horse cars, 107 sweepers and snow plows.

**Officers.**—Pres. John A. Rose, V. Pres. H. F. Keegan, Sec. F. E. Smith, Treas. M. B. Orde.

**Directors.**—H. F. Keegan, M. B. Orde, F. E. Smith, L. R. Altamus, John A. Rose.

**General Office**, 444 North Clark St.

Date of information, Mar., 1903.

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**Chicago Consolidated Traction Co.**—Chartered Jan. 28, 1899. On Apr. 14, 1900, this company and its properties were acquired by the Chicago Union Traction Co. The latter company paid \$45 in Chicago Consolidated Traction bonds for each \$100 of stock. On Feb. 27, 1899, the Chicago Consolidated Traction Co., purchased the entire property and assets of the following companies, exchanging for the capital stock of these companies its own capital stock in the proportion given below:

|                                         | Old stock.          | New stk. received.  |
|-----------------------------------------|---------------------|---------------------|
| Evanston Electric Ry. Co. ....          | \$ 1,000,000        | \$ 500,000          |
| North Chicago Electric Ry. Co. ....     | 2,000,000           | 3,500,000           |
| Chicago Electric Transit Co. ....       | 1,500,000           | 3,750,000           |
| Ogden Street Ry. Co. ....               | 2,000,000           | 1,000,000           |
| Cicero & Proviso Street Ry. Co. ....    | 2,500,000           | 1,250,000           |
| North Side Electric Street Ry. Co. .... | 1,500,000           | 3,000,000           |
| Chicago, Jefferson & Urban Transit Co.  | 2,000,000           | 1,000,000           |
|                                         | <b>\$12,500,000</b> | <b>\$14,000,000</b> |

The lines of this company extend over the entire North, Northwest, West and Southwest sections of the city of Chicago, and connect at their respective terminal points with the lines of the North & West Chicago Street Railroad systems.

**Capital Stock**, authorized and issued, \$15,000,000, par value, \$100 per share. \$14,000,000 of this capital stock was issued in exchange for \$12,500,000 capital stock of underlying companies, as mentioned above, and \$1,000,000, was part sold for cash, and part used to pay indebtedness of old companies.

**Funded Debt.**—General mortgage 4½ p. c. gold bonds, authorized and issued, \$6,750,000; dated Dec. 1, 1899, due 1939, denom. \$1,000; int. payable at office of Company in Chicago and New York. Guaranteed principal and interest by the Chicago Union Traction Co.

The Chicago Consolidated Traction Co., when organized, assumed the following obligations of the purchased companies:

|                                                | Int. Per ct. | Amt. Outstg.       |
|------------------------------------------------|--------------|--------------------|
| North Side Elec. St. Ry. Co.'s 1st mortgage    | 6            | \$ 155,000         |
| Chicago Elec. Transit Co.'s " "                | 6            | 1,097,000          |
| North Chicago Elec. Ry. Co.'s " "              | 6            | 868,000            |
| *Chicago No. Shore St. Ry. Co.'s " "           | 6            | 675,000            |
| " " " " " " int. on stock.                     | 6            | 650,000            |
| Evanston Electric Ry. Co.'s 1st mortgage       | 6            | 130,000            |
| Cicero & Proviso St. Ry. Co.'s " "             | 6            | 474,000            |
| " " " " " " con. bonds.                        | 5            | 1,078,000          |
| Ogden Street Ry. Co.'s 1st mortgage            |              | 750,000            |
| Chic. Jefferson & Urban Trans. Co.'s 1st mort. |              | 208,000            |
| Total .....                                    |              | <b>\$6,085,000</b> |

\*Guaranteed by the North Chicago Electric Ry. Co.

By the terms of the trust deeds of the above named mortgages, there can be no more bonds issued, except for construction and then for only 75 per cent. of the actual expenditure therefore. The Chicago Consolidated Traction Company has guaranteed the bonds of the subsidiary companies and an additional guarantee of the North Chicago Street Ry. Company is also placed upon \$1,228,000 of the above stated issues and the guarantee of the West Chicago Street R. R. Co. upon \$3,058,000 thereof.

**Plant and Equipment.**—Miles of track (electric), 230; gauge, 4 ft. 8½ ins.; 75 lb. to 85 lb. girder rail; 269 motor cars and 62 trail cars, 208 motor equipments.

**Officers.**—Pres. John M. Roach, V. Pres. Edwin S. Harwell, Sec. & Treas. C. F. Marlow, Supt. John J. Linden, Engr. & Elec. J. Z. Murphy.

**General Offices and Transfer Offices**, Morton Trust Co., New York City, and 444 North Clark St., Chicago.

Date of information, Mar., 1903.

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**Chicago City Railway Co.**—Chartered Feb. 14, 1859, for 99 years. Annual meeting on first business day after Feb. 15.

**Capital Stock.**—Total authorized, \$19,000,000, issued, \$18,000,000.

**Operation.**—Year ending Dec. 31,

|                                    | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Rechts fr'm pass.                  | \$4,799,606 | \$5,162,665 | \$5,506,313 | \$5,856,386 | \$6,367,358 |
| " other sources                    | 33,200      | 31,774      | 36,866      | 43,884      | 45,824      |
| " total.....                       | 4,832,806   | 5,194,439   | 5,543,179   | 5,900,271   | 6,413,182   |
| Operating exp's (inc'ing taxes).   | 2,926,490   | 3,325,677   | 3,655,900   | 3,869,173   | 4,336,504   |
| E'rn'gs fr'm op'n                  | 1,906,316   | 1,868,762   | 1,888,179   | 2,031,098   | 2,076,678   |
| Deduc. fr'm earn.                  |             |             |             |             |             |
| Int. on bonds.                     | 207,878     | 207,878     | 207,878     | 103,938     |             |
| Depreci'n and new rails...         | 50,000      |             |             | 180,000     | 180,000     |
| Cars and car equipment....         |             | 90,000      |             |             |             |
| Net income .....                   | 1,608,438   | 1,660,884   | 1,680,301   | 1,747,160   | 1,896,678   |
| Dividends paid..                   | 1,440,000   | 1,499,997   | 1,575,000   | 1,620,000   | 1,620,000   |
| To surplus acct..                  | 168,468     | 160,887     | 105,301     | 127,160     | 276,678     |
| P. c. op. exp. to total receipts.. | 60.55       | 64.02       | 65.94       | 65.5        | 67.6        |
| Daily receipts...                  | 13,150      | 14,144      | 15,086      | 16,045      | 17,445      |

#### STATISTICS OF OPERATION.

|                         | Year ending Dec. 31, 1898. | 1900.       | 1901.       | 1902.       |
|-------------------------|----------------------------|-------------|-------------|-------------|
| Rev. pass. car. cab.    | 38,428,405                 | 43,228,849  |             |             |
| " " horse               | 629,346                    | 443,373     |             |             |
| " " elec.               | 64,195,549                 | 67,170,980  |             |             |
| " " total               | 103,253,300                | 110,843,202 | 117,863,990 | 128,097,799 |
| Trans. " "              |                            | 46,118,004  | 49,415,733  | 55,793,562  |
| Total .....             |                            |             | 167,279,723 | 183,891,361 |
| Miles run, cable...     | 11,741,840                 | 15,702,380  | 13,809,620  | 14,244,190  |
| " " horse ..            | 111,470                    | 104,960     | 106,090     | 93,882      |
| " " electric..          | 14,517,690                 | 13,425,020  | 16,727,540  | 18,333,862  |
| " " total....           | 26,371,000                 | 29,232,360  | 30,643,250  | 32,671,934  |
| Pass. rec. car mile, c. |                            | \$ .160     |             |             |
| " " " h.                |                            | .200        |             |             |
| " " " e.                |                            | .213        |             |             |
| " " " Av.               | .195                       | .188        | .191        | .195        |
| Op. exp. car mile, c.   |                            | .112        |             |             |
| " " " h.                |                            | .244        |             |             |
| " " " e.                |                            | .135        |             |             |
| " " " av'ge             | .12611                     | .125        | .126        | .133        |

**Dividends**, 12 p. c. per annum. In 1893, 24 p. c. Dividends payable quarterly, Mar. June, Sept. and Dec. In 1901, 12 p. c. on \$13,500,000, for first 6 months and 9 p. c. on \$18,000,000 for last 6 months; in 1902, 9 p. c.

**Plant and Equipment.**—Miles of track, 218.71; operated by electricity, 183.96 by cable, 34.75; gauge, 4 ft. 8½ in.; 78 lb. to 85 lb. girder rail; 170 horses, 1874 cars, of which 1078 are motor cars, 233 are grip cars, 8 mail cars and 555 trail cars; West. dynamos and West. and Gen. Elec. motors; cars built by the C. C. Ry. Co., Jones, Brill, Stephenson, Pullman, Wells & French, St. Louis; Maguire and Moore trucks.

**Officers.**—Pres. D. G. Hamilton, 1st V. Pres. Joseph Leiter, 2d V. Pres. Geo. T. Smith, Treas. Thomas C. Penington, Sec. & Aud. C. N. Duffy, Gen. Man. Robt. McCulloch, Asst. Gen. Man. Richard McCulloch, Pur. Agt. Geo. I. Bergen, Mast. Mech. M. O'Brien, Supt. Track & Elec. Cons. H. B. Fleming.

**Directors.**—Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, Albert W. Goodrich, Lawrence A. Young, George T. Smith, Arthur Orr.

**General Office**, 2020 State St.

**Reference.**—Annual report, Vol. XVI, Jan. 27, '00, p. 101; annual report, Vol. XVII, Jan. 26, '01, p. 135; annual meeting, Vol. XVII, Jan. 26, '01, p. 135; new car house Vol. XIX, Feb. 8, '02, p. 178 (ill.); annual report, Vol. XXI, Feb. 21, '03, p. 305; shop methods, Vol. XXI, Mar. 7, '03, p. 363 (ill.).

Date of information, Mar., 1903.

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**The Calumet Electric Street Railway Co.**—Chartered 1890. This company has leased a portion of the lines of the Chicago Electric Traction Co., and makes connection with the South Side Elevated R. R. Co.'s line at South Park Avenue, giving direct rapid transit to the center of the city for all the outlying districts of South Chicago, Parkside, Manhattan and Cheltenham Beaches, Robey and Hammond, Ind., also Burnside, Auburn Park, Roseland, Kensington, West Pullman, Pullman and Fernwood. It makes direct connection with the lines of the Chicago City Ry. Co. at these points, and also connects with the South Side Elevated R. R. Co.'s line at Stony Island Ave. and 63d St., and with the Illinois Central R. R. at Grand Crossing and at 67th St. Receiver was appointed for this road on Apr. 30, 1897. In Mar. 1900, Edwin A. Potter succeeded John McNulta as receiver.

**Capital Stock**, authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, outstanding, \$51,000; dated Sept. 1, 1892, due 1912; int. payable Mar. and Sept.

Consolidated mortgage 5 p. c. gold bonds, authorized, \$3,000,000; issued, \$2,949,000; coupon, but may be registered; dated Nov. 1, 1894, due, 1909; denom. \$1,000; int. payable May and Nov., at office of The Equitable Trust Co., of Chicago, trustee of mortgage.

Receiver's 5 p. c. certificates, authorized, \$850,000; issued, Jan. 1, 1903, \$569,000; dated July 1, 1899, redeemable July 1, 1904.

**Plant and Equipment.**—Miles of main line, 48, of second track, 42, total track (electric), 90; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 227 cars, of which 115 are motor cars and 112 trail cars; Ball, Buckeye and A. & S. engines, Gen. Elec., Walker and Detroit dynamos and motors, American, Lamokin, Pullman and St. Louis cars.

**Officers.**—Receiver Edwin A. Potter, Pres. John Farson, Sec. & Treas. E. E. Simmons, Gen. Man. H. M. Sloan, Mast. Mech. Fred W. Murphy.

**Directors.**—Edwin A. Potter, G. E. Adams, John Farson, Charles R. Corwith, Frank H. Jones.

**General Office**, N. Y. Life Insurance Building, Chicago, Ill.

Date of information, Mar., 1903. z

**Chicago Electric Traction Co.**—Chartered Jan. 3, 1898, for 50 years. Municipal franchises granted at various times from 1893-97, for periods of 20 to 50 years. This is a reorganization of The Englewood & Chicago Electric Street Railway, which was sold at foreclosure sale Oct. 12, 1897 (confirmed Nov. 19, 1897). This company owns the franchises originally owned by the Harvey Transit Co., which was absorbed by the Harvey Water & Light Co., of Harvey, Ill. On June 13, 1900, Charles Henrotin was appointed receiver. This road was equipped for storage battery operation, but has been changed to the overhead trolley system.

**Capital Stock**, authorized, \$2,000,000, to be held in voting trust for five years.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$500,000; dated Jan. 1, 1898, due 1928; denom. \$1,000; int. payable Jan. and July at office of Manhattan Trust Co. of New York; trustees of mortgage, J. Kean and Manhattan Trust Co.

Second consolidated mortgage, 5 p. c. income bonds, authorized and issued, \$2,000,000; dated Jan. 1, 1899, due 1929; denom. \$1,000; int. payable Apr. and Oct.

Second mortgage bonds are debentures for first 5 years only.

**Operation.**—Year ending Dec. 31, 1901.

|                         |          |
|-------------------------|----------|
| Gross receipts.....     | \$99,255 |
| Operating expenses..... | 74,103   |
| Earnings.....           | 25,152   |

**Plant and Equipment.**—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 65 motor cars and 20 trail cars; Bullock engines, St. Louis cars, Dupont trucks.

**Officers.**—Receiver Charles Henrotin, Pres. Isaac L. Rice, Sec. & Treas. J. S. Bache, Gen. Man. & Supt. A. E. Davies, Ch. Engr. Power Station, Chas. Blanchard, Mast. Mech. Charles Blanchard.

**Directors.**—Samuel R. Shipley, Henry Levis, Philadelphia; Isaac L. Rice, Jules S. Bache, New York; Charles R. Holden, Carl Meyer, William L. Tibbs, Thomas A. Moran, Jr., Alfred S. Austrian.

**General Offices**, 88th St. and Vincennes Road.

Date of information, Mar., 1903. z

**Chicago General Railway Co.**—Chartered Oct. 21, 1893. Annual meeting second Monday in Jan. In May, 1896, the West & South Towns Street Ry. Co. was consolidated with this company. On Apr. 17, 1900, Frank H. Sellers was appointed receiver, and reorganization committees of bondholders and stockholders were appointed, but up to Mar., 1903, no definite reorganization plan had been adopted. The bonds referred to below are in process of foreclosure. On Mar. 1, 1903, Edwin J. Zimmer, was appointed receiver, vice Frank H. Seller, resigned.

**Capital Stock**, authorized, \$10,000,000, issued, \$772,350 (see note); par value, \$100 per share.

**Funded Debt.**—General mortgage 5 p. c. gold coupon bonds, authorized, \$3,000,000, issued, \$1,438,000 (see Note); dated Nov. 1, 1895, due 1935, but subject to call at 105 and interest on Nov. 1, 1905,

or semi-annually thereafter; coupon but may be registered; denom. \$500 and \$1,000; int. payable May and Nov., at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage; 1900 and 1901 coupons defaulted.

West & South Towns Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$500,000, but outstanding Feb. 1, 1902, \$290,000; coupon, but may be registered; dated Feb. 8, 1892, due Aug. 1, 1912, but redeemable after Feb. 1, 1902, at 105 and interest; denom. \$1,000; int. payable Feb. and Aug., at office of Merchants' Loan & Trust Co.; trustee of mortgage, Northern Trust Co., of Chicago; Aug., 1900, and subsequent coupons defaulted.

**Note.**—\$272,350 of the stock issued is in litigation; \$362,000 of the general mortgage bonds are held in escrow to retire the West & South Towns Ry. Co.'s bonds described above.

**Plant and Equipment.**—Miles of track (electric), 22; gauge 4 ft. 8½ in.; 80 lb. girder rail; 5 horses; 30 motor cars; Bates engines, Gen. Elec. dynamos and motors, Pullman cars, Peckham trucks.

**Officers.**—Pres. J. P. Black, V. Pres. C. L. Bonney, Sec. & Treas. L. C. Bonney, Gen. Supt. & Pur. Agt. Charles L. Hull, Ch. Engr. G. W. Botham.

**Directors.**—C. L. Bonney, N. D. Lawton, J. P. Black, Lawton C. Bonney, Lyman M. Paine, W. A. Goodman, M. F. Driscoll.

**General Office**, 1496 W. 22nd St.

**References.**—Receiver appointed, Vol. XVI, Apr. 21, '00, p. 401; municipal ownership and reduced fares, Aug. 4, '00, p. 761; reorganization, Sept. 1, '00, p. 850.

Date of information, Mar., 1903. z

**South Chicago City Railway Co.**—Chartered May 31, 1883, for 99 years. Annual meeting in May. This company is operated in connection with the Hammond, Whiting & East Chicago Electric Ry. Co., from Madison Ave. and 63d St., south and east along the Lake Michigan Shore, and the Calumet River, in Chicago, and Lake County Indiana.

**Capital Stock**, authorized, \$2,000,000, issued, \$1,603,800; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$1,513,000; coupon, but may be registered; dated Apr. 1, 1893, due Oct., 1913; denom. \$1,000; int. payable Apr. and Oct., at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

First mortgage 5 p. c. currency bonds, issued, \$50,000; dated July 1, 1890, due 1910; int. payable Jan. and July.

**Plant and Equipment.**—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 56 motor cars and 38 trail cars; Wheelock and Allis-Corliss engines, Stirling boilers, Gen. Elec. and West. dynamos, West. motors, St. Louis, Pullman and Brownell cars.

**Officers.**—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. Treas. & Pur. Agt. O. S. Gaither, Supt. Wm. Walmsley.

**Directors.**—D. F. Cameron, V. Shaw Kennedy, D. M. Cummings, C. R. Corning, O. S. Gaither.

**General Office**, 308 First National Bank Building.

Date of information, Mar., 1903. z

**The Suburban Railroad Co.**—This company was chartered originally in May, 1895, under the name of the Suburban Electric Ry. Co. It leased in May, 1896, for 50 years, the Harlem & Batavia Division and the Southwestern Division of the Chicago & Northern Pacific Ry. The company owns municipal franchises for the village of Riverside, the town of Cicero and the villages of La Grange and Grossdale.

**Capital Stock**, authorized and issued, \$1,250,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$3,000,000, issued, \$1,250,000; dated Mar. 2, 1896, due 1916; denom. \$1,000; int. payable Mar. and Sept., at office of Chicago Title & Trust Co., trustee of mortgage, and also at their New York correspondent's office.

Further issue of bonds may be made at the rate of \$50,000 per mile double track, or \$30,000 per mile single track owned.

**Plant and Equipment.**—Miles of track owned 33.5, leased 24, total, 57.5, of which 47.5 are electric and 10 steam; gauge, 4 ft. 8½ in.; 70 lb. rail; 28 cars, of which 20 are motor cars, 4 trail cars and 4 steam cars; Walker dynamos and motors, Pullman cars.

**Officers.**—Rec. L. S. Owsley, Pres. F. H. Roeschlaub, Sec. & Treas. E. C. Veasey, Supt. J. H. Whitsell.

**Directors.**—L. M. Ormsley, F. H. Roeschlaub, C. E. Yerkes, E. L. Veasey, W. G. Adams.

**General Office**, Merchants' Loan & Trust Bldg., Chicago.

Date of information, Mar., 1903. z

**Northern Electric Railway Co.**—Chartered Mar., 1894, for 50 years. Annual meeting, second Monday in May.

**Capital Stock**, authorized and issued, \$50,000.

**Funded Debt.**—First mortgage bonds authorized and issued, \$50,000; coupon, but may be registered; dated Dec. 1, 1894, due June



1, 1914; denom. \$1,000; int. payable in gold at office of Chicago Title & Trust Co., of Chicago, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 5; 6 motor cars.

**Officers.**—Pres. Paul Dickinson, Sec. M. S. Gilbert, Treas. Edward Moore.

**General Office,** 68 Churchill St., Chicago.

Date of information, Feb., 1902.

**Chicago & Milwaukee Electric Railroad Co.**—Incorporated Mar. 25, 1902, under the general railroad laws of the State of Illinois. This company in 1902 built a double track electric road from Lake Bluff to Libertyville, and in Dec., 1902, acquires by purchase all the property, rights and franchises of the Chicago & Milwaukee Electric Ry. Co., which company owned and operated an electric road from Evanston to Waukegan, connecting 15 suburban towns lying along the shore of Lake Michigan. Most of the road is built on private right-of-way.

**Capital Stock,** authorized \$5,000,000, issued, \$2,000,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$5,000,000, issued, \$2,000,000; dated July 1, 1902, due 1922, without option; denom. \$1,000; int. payable in Chicago or New York; Merchants' Loan & Trust Co., Chicago, trustee of mortgage.

**Note.**—Of the \$2,000,000 of bonds outstanding, \$1,000,000 are deposited with the trustee to redeem a like amount of Chicago & Milwaukee Electric Ry. bonds outstanding, which bonds are subject to call at 105 and interest. The remaining \$3,000,000 of bonds are held in escrow by the trustee and can only be certified and delivered at the rate of 75 p. c. of the actual cost of future extensions and improvements.

**Earnings.**—The net earnings of the road from Evanston to Waukegan are as follows:

|           |           |
|-----------|-----------|
| 1900..... | \$ 81,169 |
| 1901..... | 97,157    |
| 1902..... | 110,746   |

**Plant and Equipment.**—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 65 lb. T and 85 lb. girder rail; 38 cars, of which 20 are motor cars and 18 trail cars; rotary snow plow, sweeper and full equipment of work cars; 1,500 H. P. station plant; Filer & Stowell engines, Gen. Elec. generators and motors; Brill and Pullman cars; Brill trucks.

**Officers.**—Pres. A. C. Frost, V. Pres. J. W. Mauck, Sec. & Treas. Geo. M. Seward, Supt. E. L. Des Jardins, Ch. Engr. J. H. Unsworth, Elec. & Mast. Mech. E. Jones.

**Directors.**—A. C. Frost, J. W. Mauck, George M. Seward, H. S. Oakley, C. B. Wood.

**General Office,** 108 La Salle St., Chicago, Ill. Supt.'s office and Power Station, Highwood, Ill.

**References.**—Notes on operation of power plant, Vol. XVI, July 7, '00, p. 605 (ill. and maps); description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Apr., 1903.

### ELEVATED RAILROADS.

**South Side Elevated Railroad Co.**—Chartered Jan., 1897, as a reorganization of the Chicago & South Side Rapid Transit R. R. Co., which was sold under foreclosure of mortgage on Sept. 16, 1896 for \$4,100,100.

**Capital Stock,** authorized and issued, \$10,323,800, being the equivalent of the first and second mortgage bonds and overdue interest of the Chicago & South Side Rapid Transit R. R. Co. on Jan. 1, 1897; par value, \$100 per share.

**Funded Debt.**—First mortgage 4½ p. c. gold coupon bonds, authorized, \$1,500,000, issued \$750,000; dated July 1, 1897, due 1907; denom. \$500 and \$1000; int. payable Jan. and July at office of Illinois Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

**Operation.**—Year ending Dec. 31,

|                          | 1899.       | 1900.       | 1901.       | 1902.       |
|--------------------------|-------------|-------------|-------------|-------------|
| Rec'ts from pass....     | \$1,131,400 | \$1,249,543 | \$1,316,009 | \$1,433,828 |
| " other sources.....     | 38,977      | 37,093      | 46,222      | 50,013      |
| " total.....             | 1,170,381   | 1,286,636   | 1,362,231   | 1,483,841   |
| Operating expenses.....  | **669,933   | **748,401   | 682,600     | 679,279     |
| Earn'gs from oper'n..... | 500,448     | 538,235     | 679,631     | 804,562     |
| Deduct. from earn.....   |             |             |             |             |
| Interest on bonds.....   | 33,750      | 33,750      | 33,750      | 33,750      |
| Loop rental & exp.....   |             |             | 162,360     | 183,057     |
| Net income.....          | 466,698     | 504,485     | 483,521     | 587,755     |
| Dividends paid.....      | 306,672     | 306,765     | 357,955     | 409,125     |
| To surplus account.....  | 160,026     | 197,720     | 125,566     | 178,631     |
| Total surp. account..... | 499,340     | 647,325     | 722,953     |             |

\*\* Including loop rental and expenses.

### OPERATING EXPENSES.

| Years ending Dec. 31,            | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Maint. of way and structures.... | \$ 50,755 | \$44,844  | \$74,498  | \$ 57,442 |
| " rolling stock.....             | 79,489    | 106,648   | 105,279   | 107,145   |
| Conducting transportation.....   | 297,490   | 333,133   | 361,619   | 364,736   |
| General expenses.....            | 88,472    | 100,188   | 141,201   | 149,956   |
| Loop rental and expenses.....    | 153,727   | 163,572   |           |           |
| Total.....                       | \$669,933 | \$748,401 | \$682,600 | \$679,279 |

### STATISTICS OF TRAFFIC.

| Year ending Dec. 31,    | 1900.      | 1901.      | 1902.      |
|-------------------------|------------|------------|------------|
| Passengers carried..... | 24,990,878 | 26,320,189 | 28,675,590 |

**Balance Sheet.**—Dated Dec. 31,

| ASSETS.                     | 1899.        | 1900.        | 1901.        | 1902.        |
|-----------------------------|--------------|--------------|--------------|--------------|
| Cost of property.....       | \$11,388,976 | \$11,784,690 | \$11,787,044 | \$12,006,657 |
| Capital stock in treas..... | 92,330       | 92,390       | 92,390       | 92,390       |
| Mat. and sup. on hand.....  | 16,790       | 24,158       | 23,613       | 24,930       |
| Current assets.....         | 5,024        | 8,773        | 6,650        | 15,621       |
| Due from Co.'s and ind..... | 9,056        | 4,380        | 4,741        | 5,141        |
| Due from agents.....        | 6,244        | 4,031        | 4,441        | 4,966        |
| Cash on hand.....           | 151,526      | 78,251       | 62,720       | 8,814        |
| Total.....                  | \$11,669,946 | \$11,996,073 | \$11,981,599 | \$12,158,522 |

### LIABILITIES.

|                                        | 1899.        | 1900.        | 1901.        | 1902.        |
|----------------------------------------|--------------|--------------|--------------|--------------|
| Capital stock.....                     | \$10,323,800 | \$10,323,800 | \$10,323,800 | \$10,323,800 |
| Funded debt.....                       | 750,000      | 750,000      | 750,000      | 750,000      |
| Reserve for previous year's taxes..... | 80,862       |              |              |              |
| Current liabilities.....               | 15,944       | 224,888      | 134,846      | *183,814     |
| Depreciation.....                      |              | 50,000       | 50,000       | 50,000       |
| Profit and loss (surplus).....         | 499,340      | 647,385      | 722,953      | 850,907      |
| Total.....                             | \$11,669,946 | \$11,996,073 | \$11,981,599 | \$12,158,522 |

\*Including taxes payable in Apr. and Dec., pay rolls and supplies.

**Plant and Equipment.**—Miles of main line, 8.56, of second track, 8.56, of sidings, 1.5, total track (elevated electric), 18.62; gauge, 4 ft. 8½ in.; 90 lb. T rail; 230 passenger cars, 1 supply car.

**Officers.**—Pres. Leslie Carter, V. Pres. T. J. Lefens, Sec. & Treas. J. H. Glade, Audr. H. F. Hardy, Gen. Man. M. Hopkins, Supt. J. F. Morrison, Engr. of Maintenance G. T. Seeley.

**Directors.**—B. L. Smith, C. H. Walker, C. J. Blair, T. J. Lefens, Leslie Carter, Jos. Leiter, W. B. Walker, Geo. E. Adams, E. Buckingham.

**General Office,** 47 Congress St.

**Power Station,** 40th & State Sts.

**References.**—Annual meeting, Vol. XVI, Feb. 10, '00, p. 187 (tables); annual report, Vol. XVI, Feb. 9, '01, p. 217 (tables).

Date of information, Mar., 1903.

**Lake Street Elevated Railroad Co.**—Chartered Aug. 24, 1892. Annual meeting in Jan. This company owns a double track elevated railway on Market St. from Madison to Lake, thence to the western city limits, a distance of about 6.4 miles, and has built an extension on Lake St. from Market to Wabash Avenue, which gives the road an entrance into the heart of the business district. This company has purchased the property, franchises and privileges of the Chicago & Harlem Ry. Co. In Jan., 1903, a committee consisting of H. N. Higinbotham, H. A. Haugan, President State Bank, Chicago; Thos. Templeton, and Cory E. Robinson, of Joliet; was appointed to consider plans for reorganizing the Company.

**Capital Stock,** authorized and issued, \$10,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, issued, \$5,600,000. Bonds issued for the purchase of the Chicago & Harlem Ry. \$1,270,000.

In Feb., 1901, by a reorganization of the company's finances, the debenture bonds, amounting to \$4,038,000, with the old Ziegler bonds, \$610,000, were cancelled, all being exchanged for first mortgage bonds.

**Operation.**—Year ending Dec. 31,

|                                 | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Receipts from pass.....         | \$684,217 | \$742,594 | \$767,796 | \$796,621 |
| " other sources.....            | 13,296    | 15,361    | 18,667    | 18,663    |
| " total.....                    | 697,513   | 757,955   | 786,462   | 815,284   |
| Operating expenses.....         | 331,553   | 378,661   | 388,799   | 430,292   |
| Earnings from operation.....    | 365,960   | 379,294   | 397,663   | 384,992   |
| Deduct. from earnings.....      |           |           |           |           |
| Interest on bonds.....          | 223,655   | 224,079   | 235,617   |           |
| Miscellaneous interest.....     | 37,745    | 37,756    | 56,248    |           |
| Taxes.....                      | 13,744    | 13,650    | 14,857    |           |
| Loop and other rentals.....     | 87,177    | 97,887    | 82,970    |           |
| Other deductions.....           |           | 1,178     | 1,767     |           |
| Deficit.....                    | *3,639    | *4,753    | *6,204    |           |
| P.c.op.exp.to total recpts..... | 47.53     | 49.9      | 49.4      | 52.8      |

\* Surplus.

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31, 1899. | 1900.      | 1901.      | 1902.      |
|----------------------------|------------|------------|------------|
| Passengers carried.....    | 13,602,072 | 14,617,343 | 15,394,038 |
| Train mileage.....         | 1,124,430  |            |            |

**Plant and Equipment.**—Miles of double track (elevated electric), 15; gauge, 4 ft. 8½ in.; 65 lb. to 80 lb. T rail; 167 cars, of which 45 are motor cars and 122 trail cars; Gen. Elec. dynamos and motors, Gilbert and Pullman cars.

**Officers.**—Pres. Clarence A. Knight, V. Pres. W. W. Miller, Sec. & Treas. Wm. V. Griffin, Gen. Supt. E. C. Noe.

**Directors.**—Clarence A. Knight, Henry C. Hackney, W. W. Miller, Alfred Kohn, J. C. Hutchins, Jas. Bolton, W. W. Shaw, Chas. T. Page, Cory E. Robinson.

**General Office,** 1117 Merchants' Loan & Trust Bldg.

**References.**—Change of officers, Vol. XVI, July 21, '00, p. 674; annual report, Vol. XVII, Jan. 19, '01, p. 120.

Date of information Mar., 1903.

**Metropolitan West Side Elevated Railway Co.**—This company is a reorganization on Feb. 3, 1899, of the Metropolitan West Side Elevated Railroad Co., whose property was sold under foreclosure of mortgage. Annual meeting, Apr. 4.

**Capital Stock.**—Common stock, authorized and issued, \$7,500,000; par value, \$100 per share.

5 p. c. non-cumulative, preferred stock, authorized, \$9,000,000, issued, \$8,708,100; par value, \$100 per share.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized, \$10,000,000, issued, \$9,818,000; coupon, but may be registered; denom. \$1,000; dated Aug. 1, 1898, due 1938; int. payable Feb. and Aug. at New York, and in Chicago; trustees of mortgage, Central Trust Co., and George Sherman. In Jan., 1900, an additional issue of \$1,500,000 bonds was authorized by stockholders for new extensions.

This company guarantees the principal and interest of the first mortgage bonds of the Union Consolidated Elevated R. R. Co.

| Operation.—Year ending Feb. 28,    | 1901.       | 1902.       | 1903.       |
|------------------------------------|-------------|-------------|-------------|
| Receipts from passengers.....      | \$1,582,575 | \$1,695,243 | \$1,976,326 |
| " " other sources.....             | 46,162      | 58,070      | 63,679      |
| " total.....                       | 1,628,737   | 1,753,313   | 2,040,005   |
| Operating expenses.....            | 703,906     | 737,210     | 952,707     |
| Earnings from operation.....       | 924,831     | 1,016,103   | 1,087,298   |
| Deductions from earnings.          |             |             |             |
| Interest.....                      | 384,153     | 392,320     | 454,619     |
| Taxes.....                         | 54,517      | 149,335     | 140,870     |
| Rentals.....                       | 190,988     | 201,122     | 230,306     |
| Other deductions.....              | 49          | *37,976     | *30,767     |
| Net earnings from operation.....   | 295,124     | 235,350     | 230,736     |
| Income from balances and rentals.. | 8,352       | 4,640       | 9,525       |
| Net income.....                    | 303,475     | 239,990     | 240,261     |
| Balance from previous year.....    | 55,398      | 54,090      | 31,838      |
| Surplus for dividends.....         | 358,873     | 293,081     | 272,099     |
| Dividends paid.....                | 304,783     | 261,243     | 261,243     |
| Balance.....                       | 54,090      | 31,838      | 10,856      |

\*Accident Nov. 19, 1901.

Passengers carried year ending Feb. 28, 1902, 33,910,790.

**Balance Sheet.**—Dated Feb. 28,

| ASSETS.                                                 | 1901.        | 1902.        | 1903.        |
|---------------------------------------------------------|--------------|--------------|--------------|
| Cost of road and equipment.....                         | \$25,974,979 | \$26,018,670 | \$28,988,401 |
| Cash.....                                               | 246,421      | 331,737      | 298,173      |
| Cash reserve for unassenting stock and bondholders..... | 26,461       | 26,461       | 4,124        |
| Accounts receivable.....                                | 22,904       | 39,866       | 52,428       |
| Material and supplies.....                              | 23,567       | 21,728       | 37,573       |
| Insurance.....                                          |              | 15,096       | 14,436       |
| Bonds in treasury.....                                  | 192,000      | 192,000      | 192,000      |
| Stock in treasury.....                                  | 291,800      | 291,900      | 291,900      |
| Extensions.....                                         | 174,784      | 100,205      | 76,538       |
| Total.....                                              | \$26,953,016 | \$27,037,663 | \$29,955,573 |
| LIABILITIES.                                            |              |              |              |
| Capital stock.....                                      | \$16,500,000 | \$16,500,000 | \$16,500,000 |
| Funded debt.....                                        | 10,000,000   | 10,000,000   | 13,000,000   |
| Unpaid coupons.....                                     | 101,000      | 107,500      | 32,720       |
| Accrued interest.....                                   | 32,693       | 32,693       | 45,843       |
| " taxes.....                                            | 43,927       | 129,874      | 120,676      |
| Accounts payable.....                                   | 85,524       | 118,641      | 107,493      |
| Dividends uncalled for.....                             | 130,705      | 87,167       | 130,700      |
| Unused insurances.....                                  | 4,632        | 29,276       | 3,565        |
| Balances.....                                           | 446          | 671          | 787          |
| Profit and loss (surplus).....                          | 54,090       | 31,838       | 10,856       |
| Rail reserve.....                                       |              |              | 2,933        |
| Total.....                                              | \$26,953,016 | \$27,037,663 | \$29,955,573 |

**Plant and Equipment.**—Miles of track (elevated electric), 37.28; gauge, 4 ft. 8½ in.; 80 lb. T rail; 87 motor cars, 243 trail cars, 21 special coaches and 10 miscellaneous cars, Allis engines, Gen. Elec. dynamos, Gen. Elec. & Walker motors, Barney & Smith and Pullman cars.

**Officers.**—Pres. Dickinson MacAllister, V. Pres. Sec. & Treas. G. Higginson, Jr., Audr. C. W. Hillman, Supt. of Transportation, R. R. Jarvie, Gen. Man. H. M. Brinckerhoff, Pur. Agt. B. I. Budd, Ch. Engr. W. S. Menden, Ch. Engr. of Power Sta. M. Conealy.

**Directors.**—W. W. Gurley, Dickinson MacAllister, John P. Wilson, Byron L. Smith, F. A. Delano, Geo. Higginson, Jr., Clarence S. Day, James B. Forgan, Benj. Allen, J. J. Higginson, R. Somers Hayes.

**General Office,** 1001 Royal Insurance Bldg., Chicago, Ill.

**Power Station,** Throop and Van Buren Sts.

Date of information, Mar., 1903.

**Union Consolidated Elevated Railway Co.**—Chartered in 1896 to build an elevated road connecting the Metropolitan West Side Elevated Road with the Union Elevated Road.

**Capital Stock,** authorized and issued, \$1,000,000.

**Funded Debt.**—Series "A," 1st mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$407,000; dated Nov. 1, 1896, due 1936; trustee of mortgage, Central Trust Co., of New York. These bonds are guaranteed, principal and interest, by the Metropolitan West Side Elevated Ry. Co.

**Officers.**—Pres. Wm. G. Adam, V. Pres. C. V. Weston, Sec. & Treas. W. V. Griffin.

Date of information, Mar., 1903.

**Northwestern Elevated Railroad Co.**—Chartered 1894. The contract for the construction of this road was originally let to the Columbia Construction Co., but owing to the stringency of the financial market, the Columbia Construction Co. was unable to fulfill its contract. This contract was therefore cancelled on Jan. 1, 1898. By an agreement made between the stockholders of the Northwestern Elevated R.R. Co. and the Columbia Construction Co., the stockholders of the Construction Co. are to receive 93.74 p. c. each of the Northwestern preferred and common stock for every \$100 which was paid in. In 1898, a loan of \$4,500,000, was secured through Blair & Co., of New York, to provide funds for the completion of the road. This loan was secured by notes as stated below. On Jan. 1, 1898, an ordinance was signed extending time for completion of this road to Jan. 1, 1900, and the road was then substantially completed, but was not opened for public convenience until May 31, following. On Sept. 3, 1901, this company purchased all of the properties, rights, privileges and franchises of the Union Elevated R. R. Co., at a price equal to \$125 per share of stock, viz., \$6,250,000, out of the proceeds of the issue of the Northwestern Elevated R. R. Co.'s first refunding mortgage 4 p. c. bonds dated Sept. 1, 1901.

**Capital Stock.**—Common stock, authorized and issued, \$5,000,000.

**Preferred Stock,** authorized and issued, 5 p. c. non cumulative, \$5,000,000. Both the common and preferred stocks have been deposited with the Illinois Trust and Savings Bank under a voting trust agreement, vesting control to John J. Mitchell, Marshall Field and Jas. A. Blair as voting trustees until Mar. 1, 1906, and if at that time the 5 p. c. dividend on the preferred stock has not been paid in full for the three consecutive years the trustees are to be continued until the dividends of that stock shall have been paid as stated.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$5,000,000; dated Jan. 1, 1900, due 1940, denom. \$1,000; subject to call on any interest date at 105. On Jan. 1, 1902, these bonds were retired by the issue of \$15,000,000 first mortgage 4 p. c. convertible gold bonds; dated Sept. 1, 1901, due 1911; redeemable after Sept. 1, 1906, at 102½; int. payable Sept. and Mar., at the office of the Illinois Trust & Savings Bank, or Blair & Co., New York City.

First refunding mortgage 4 p. c. bonds, \$6,250,000; dated Sept. 1, 1901.

The company has guaranteed the principal and interest of the first mortgage bonds of the Lake Street Elevated R. R. Co.

| Operation.—Year ending Dec. 31,              | 1901.       | 1902.       |
|----------------------------------------------|-------------|-------------|
| Receipts from passengers.....                | \$1,016,187 | \$1,167,529 |
| " other sources (including loop net earn.).. | 184,677     | 243,470     |
| " total.....                                 | 1,100,864   | 1,410,999   |
| Operating expenses.....                      | 376,140     | 464,401     |
| Earnings from operation.....                 | 724,723     | 946,598     |
| Deductions from earnings.                    |             |             |
| Loop account.....                            | 101,635     | 116,774     |
| Taxes.....                                   | 78,580      | 86,309      |
| Interest on bonds.....                       | 385,220     | 554,091     |

Net income..... 159,288 189,424

\*4 mos. Including \$36,000 which has been set aside in monthly instalments, in cash, for betterments and maintenance of structures.

## OPERATING EXPENSES.

| Year ending Dec. 31,                  | 1901.     | 1902.     |
|---------------------------------------|-----------|-----------|
| General expenses.....                 | \$ 52,821 | \$ 48,935 |
| Transportation expenses.....          | 267,578   | 306,144   |
| Maintenance of way and buildings..... | 26,748    | 158,069   |
| " " equipment.....                    | 28,993    | 51,261    |
| Total.....                            | \$376,140 | \$464,401 |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31,     | 1900.      | 1901.      | 1902.      |
|--------------------------|------------|------------|------------|
| Passengers carried ..... | 10,185,141 | 20,327,005 | 24,354,726 |

## BALANCE SHEET.—Dated Dec. 31,

| ASSETS.                                 | 1901.        | 1902.        |
|-----------------------------------------|--------------|--------------|
| Cost of road and equipment.....         | \$24,778,714 | \$24,789,321 |
| Bonds in treasury.....                  | 1,122,400    | 1,000,000    |
| Due from companies and individuals..... | 292,391      | 420,137      |
| Current assets.....                     | 223,798      | 91,768       |

Total.....\$26,417,303 \$26,301,226

## LIABILITIES.

|                                                                                         |              |              |
|-----------------------------------------------------------------------------------------|--------------|--------------|
| Capital stock.....                                                                      | \$10,000,000 | \$10,000,000 |
| Bonds.....                                                                              | 15,000,000   | 15,000,000   |
| Mortgages.....                                                                          | 119,000      | 119,000      |
| Current liabilities including contracts for new equipment and additions to power house. | 739,465      | 387,457      |
| Reserved for taxes and interest.....                                                    | 261,532      | 272,040      |
| " maintenance.....                                                                      | 15,000       | 51,000       |
| Surplus.....                                                                            | 282,306      | 471,729      |

Total.....\$26,417,303 \$26,301,226

**Plant and Equipment.**—Miles of track (elevated electric), 25.45.

**Officers.**—Pres. Clarence Buckingham, V. Pres. Charles Counselman, Sec. & Treas. W. V. Griffin, Gen. Supt. E. C. Noe.

**Directors.**—Clarence Buckingham, Charles F. Ayer, Charles Counselman, W. W. Miller, John B. Dennis, Clarence A. Knight, W. V. Griffin.

**General Office,** 1117 Merchants' Loan & Trust Bldg.

**Power Station,** Southport and Fullerton Aves.

**References.**—Completion of road, Vol. XVI, Jan. 13, '00, p. 67; surface operation, Apr. 14, '00, p. 393; annual report; Vol. XVII, Jan. 19, '01, p. 12c.

Date of information, Mar., 1903.

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**Union Elevated Railroad Co.**—Chartered Nov., 1894. On Sept. 3, 1901, the Northwestern Elevated R. R. Co. purchased all the properties, rights, privileges and franchises of this company.

Date of information, Jan., 1903.

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**Aurora, Elgin & Chicago Railway Co.**—This is a consolidation of the Aurora, Wheaton & Chicago Ry. Co., the Elgin & Chicago Ry. Co. and the Batavia & Eastern Ry. Co. This company is building 83 miles of track, and has about 55 miles in operation. Balance will be completed by Apr. 15, 1903.

**Capital Stock,** common, authorized and issued, \$3,000,000; par value \$100 per share; preferred, 6 p. c. cumulative, authorized, \$500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$3,000,000; dated May 15, 1901, due 1941; denom. \$1,000; int. payable May 15 and Nov. 15, in Chicago and New York; American Trust & Savings Bank, Chicago, trustee of mortgage.

**Officers.**—Pres. L. J. Wolf, Cleveland, O.; V. Pres. M. H. Wilson, Sec. & Gen. Man. Warren Bicknell, Chicago, Ill.; Treas. M. J. Mandelbaum, Cleveland, O.

**General Office,** Title & Trust Bldg., Chicago, Ill.

**References.**—Description of road, Vol. XI, Feb. 1, '02, p. 143, description of road, Vol. XX, Oct. 4, '02, p. 566, (map ill.), third rail system, Vol. XXI, Feb. 14, '03, p. 269.

Date of information, Mar., 1903.

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**Chicago & Harlem Street Railway Co.**—This company was chartered in 1898 as the Cicero & Harlem Ry. Co. to construct one mile of elevated and one and a half miles of surface and incline road. This company also owns rights conferred by Cicero Town Board to construct an additional road running north and south for about two miles. On Jan. 28, 1901, all of the properties, rights, privileges and franchises of this company were purchased by the Lake Street elevated R. R. Co., in payment of which the Lake Street Elevated R. R. Co. issued \$1,275,000 first mortgage bonds.

Date of information, Mar., 1903.

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## DANVILLE.

Population in 1880, 7,733, in 1890, 11,528, in 1900, 16,354.

**Danville Street Railway & Light Co.**—Chartered Dec. 6, 1899, for 99 years. Municipal franchises granted May 3, 1898, for 30 years. Annual meeting third Tuesday in Jan. This company is the successor to the Danville Gas, Electric Light & St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$700,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$700,000, issued, \$610,000; dated Jan. 1, 1900, due Jan. 1, 1924; denom. \$1,000; int. payable Jan. and July, at office of N. W. Harris & Co., New York and Chicago, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 50 lb. T rail; 34 cars, of which 31 are motor cars and 3 trail cars; Buckeye and Hamilton Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Wm. P. Cannon, V. Pres. George F. Duncan, Sec. Wm. B. McKinley, Treas. Edward Woodman, Gen. Man. & Pur. Agt. S. L. Nelson, Supt. M. Connor, Gen. Supt. L. E. Fischer, Ch. Engr. C. L. Harry.

**DIRECTORS.**—W. P. Cannon, G. F. Duncan, E. Woodman, George Burnham, Jr., Wm. B. McKinley.

**GENERAL OFFICE,** Danville, Ill.

Date of information, Jan., 1903.

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## Danville, Paxton &amp; Northern Railroad Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17; 6 cars.

**OFFICERS.**—Pres. A. C. Daniel, Danville, V. Pres. Geo. Duncan, Portland, Me.; Sec. & Treas. Edw. Woodman, Portland, Me.; Man. S. L. Nelson, Pur. Agt. & Gen. Supt. L. E. Fischer, Elec. Engr. C. L. Harry, Mast. Mech. Oscar Prior.

Date of information, Jan., 1903.

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## DECATUR.

Population in 1890, 16,841, in 1900, 20,754, in 1902 (local estimates), 25,000.

**Decatur Traction & Electric Co.**—This company was organized Oct. 20, 1899 as a reorganization of the City Electric Co., chartered 1891. It is a consolidation (in 1892) of the Decatur Electric Street Ry. Co. and the Citizens' Electric Street Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$250,000, issued, \$212,000; denom. \$500; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at Illinois Trust & Savings Bank of Chicago, Ill., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 50 lb. to 62 lb. T rail; 20 motor cars and 9 trail cars; 700 H. P. Bates and Corliss engines, Gen. Elec. and West. dynamos and motors, St. Louis and Stephenson cars.

**OFFICERS.**—Pres. B. W. Campbell, (Cincinnati); V. Pres. D. S. Shellabarger, Sec. Treas. & Pur. Agt. W. L. Shellabarger, Supt. A. Ambule, Ch. Engr. & Ch. Engr. of Power Station Wm. Moore, Elecn. M. Bosenbury.

**DIRECTORS.**—B. W. Campbell, W. L. Shellabarger, D. S. Shellabarger, B. O. McReynolds, Jno. P. Ernest.

**GENERAL OFFICE,** Decatur, Ill.

**REFERENCE.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1903.

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## DeKALB.

Population in 1900, 5,904; Sycamore, 2,987.

**DeKalb-Sycamore Electric Co.**—Chartered in Sept., 1899, for 50 years. This company operates an electric railway and furnishes power for lighting.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 3 motor cars.

**OFFICERS.**—Pres. W. B. Ullman, St. Charles, Ill.; V. Pres. J. D. Harvey, First National Bank Bldg., Chicago; Sec. & Treas. L. Choldcott, Supt. John W. Gliddon, Ch. Engr. P. M. Roe.

**GENERAL OFFICE,** DeKalb, Ill.

Date of information, Mar., 1903.

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## DIXON.

Population in 1900, 7,917.

**Illinois & Rock River Railway Co.**—This road is now under construction and will extend from Rockford to Sterling, serving a population of 66,642.

**PLANT AND EQUIPMENT.**—Miles of track, (electric), 57; operates by water power.

**OFFICERS.**—Pres. & Man. Glenn E. Plumb, Dixon, Ill.; V. Pres. Thos. C. McMillan, Chicago, Ill.; Sec. Allen F. Millikan, Chicago, Ill.; Treas. L. G. Bastedo.

**POWER STATION,** Grand Detour, Ill.

Date of information, Mar., 1902.

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## EAST ST. LOUIS.

Population in 1880, 9,185, in 1890, 15,169, in 1900, 29,655.

**East St. Louis & Suburban Railway Co.**—This company controls the St. Louis & East St. Louis Bridge Ry., East St. Louis Ry. Co., East St. Louis & Belleville Ry., Collinsville, Caseyville, East St. Louis Electric R. R., Mississippi Valley Transit Co., and East St. Louis, Collinsville & Edwardsville Ry. Clark Brothers, of Philadel-

phia, Pa., own a controlling interest in the consolidated lines, but it is still necessary that each company maintain a separate existence. The company is planning to extend the lines and make a complete circuit of all towns on the east side within a radius of 25 miles of St. Louis.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 160 (partly under construction); gauge, 4 ft. 10 in.; 80 cars.

**OFFICERS.**—Pres. C. M. Clark, Bullitt Bldg., Philadelphia, Pa.; V. Pres. L. C. Haynes, East St. Louis; Sec. & Treas. G. L. Esterbrook, Bullitt Bldg., Philadelphia, Pa.; Asst. Sec. & Asst. Treas. T. M. Gregory.

**DIRECTORS.**—C. M. Clark, J. M. Bramlette, Ed. Abend, Jr., G. L. Esterbrook, L. C. Haynes, Edwards Whittaker.

**POWER STATION,** Winstanley, East St. Louis, Ill.

Date of information, Mar., 1903. z

### FREEPORT.

Population in 1880, 8,516, in 1890, 10,189, in 1900, 13,258.

**Freeport General Electric Co.**—Chartered Oct., 1895, as a reorganization of the Freeport Electric Co., which was sold under foreclosure of mortgage. In Mar., 1899, W. O. Johnson, Chicago, Ill., was appointed receiver of this company, and in Apr., 1901, the property was purchased by A. P. & A. J. Goddard, who operate the road.

**CAPITAL STOCK,** authorized and issued, \$150,000.

**FUNDED DEBT.**—Bonds have all been cancelled.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; 500 H. P. engines, 3 water wheels; Ball and Ball & Wood engines, Babcock & Wilcox and Pennsylvania boilers, West. motors, Brill and Wells & French cars, Brill and Chicago trucks.

**OFFICERS.**—Owners, A. P. & A. J. Goddard, Man. & Pur. Agt. A. J. Goddard, Supt. & Elec. Engr. A. E. Walden.

**GENERAL OFFICE.**—Freeport, Ill.

Date of information, Mar., 1903. z

### GALESBURG.

Population in 1880, 11,437, in 1890, 15,264, in 1900, 18,607.

**Galesburg Electric Motor & Power Co.**—Chartered 1892, for 20 years. Renewed in 1900 for 20 years. Annual meeting second Monday in July. This is a consolidation of the College City Street Ry. Co. and the Galesburg Street Car Co.

**CAPITAL STOCK,** authorized and issued, \$210,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage bonds, authorized, \$205,000, coupon, but may be registered; dated Sept. 1, 1902, due 1912; denom. \$1,000; int. payable at First National Bank of Galesburg. Bonds may be called for payment after five years at 105 and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 50 lb. T rail; 30 cars, of which 11 are motor cars and 19 trail cars; 700 H. P. West. engines, 1-200 K. W. generator, Frost boilers, West. dynamos and motors, American and Pullman cars, McGuire trucks.

**OFFICERS.**—Pres. & Gen. Man. Fred. Seacord, V. Pres. R. Chappell, Sec. & Treas. Loren Stevens, Supt. Chas. Munson.

**DIRECTORS.**—Robert Chappell, G. L. Price, B. F. Arnold, Fred. Seacord, J. K. Mitchell, H. T. Arnold, Loren Stevens, John J. Vivion, W. W. Babcock.

**GENERAL OFFICE,** 632 Main St.

Date of information, Jan., 1903. z

**People's Traction Co.**—Chartered May 23, 1901, for 50 years. Municipal franchise granted June 11, 1901, for 20 years. Annual meeting third Tuesday in May. This company is operating an inter-urban line from Galesburg, Ill., to Abingdon, Ill. Road was put in operation Dec. 1, 1902.

**CAPITAL STOCK,** authorized and issued, \$150,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; coupon but may be registered; dated Mar. 1, 1902, due 1922; denom. \$100; int. payable Mar. and Sept. Farmers and Mechanic's Bank; Leon Townsend trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 12.5 gauge, 4 ft. 8½ in.; 60 lb. rail; 500 H. P. station plant; Murray Corliss engines; Gen. Elec. dynamos and motors; Niles cars; Chicago trucks.

**OFFICERS.**—V. Pres. E. B. Hardy, (Acting President) Sec. & Treas. M. A. Peterson, Gen. Man. F. W. Latimer, Cons. Engr. Geo. W. Knox, Fisher Bldg., Chicago, Ill.

**DIRECTORS.**—Geo. W. Prince, E. B. Hardy, A. K. Hardy, N. A. Swanson, T. W. Peterson, Chas. S. Harris, F. W. Latimer, A. P. Higgins, all of Galesburg, Ill.

**GENERAL OFFICE,** Galesburg, Ill.

Date of information, Mar., 1903. z

**Galesburg & Kewanee Electric Railway Co.**—Chartered May 20, 1902, for 50 years. This company is building an electric railway 40 miles in length.

**CAPITAL STOCK,** \$600,000.

**OFFICERS.**—Pres. H. W. Crane, Oneida, Ill.; V. Pres. S. E. Robb, Kewanee, Ill.; Sec. & Treas. H. C. Lucas, Galesburg, Ill.; Asst. Sec. & Asst. Treas. W. D. Patty, Oneida, Ill.; Gen. Man. F. W. Emery, Kewanee, Ill.; Supt. C. D. Lindsey, Knoxville, Ill.

**DIRECTORS.**—H. W. Crane, S. E. Robb, F. W. Emery, C. D. Lindsey, W. D. Patty, H. C. Lucas, W. D. Godfrey.

**GENERAL OFFICE,** 204 E. Main St., Galesburg, Ill.

Date of information, Mar., 1903. z

**Galesburg & Oneida Electric Railway Co.**—This road is controlled by the Galesburg & Kewanee Electric Railway Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 42, of which 11 are under construction.

**OFFICERS.**—Pres. H. W. Crane, Oneida; V. Pres. S. E. Robb, Kewanee; Sec. & Treas. H. C. Lucas, Galesburg; Gen. Man. F. W. Emery, Kewanee; Supt. C. D. Lindsey, Pur. Agts. & Contractors, P. Hart & Sons.

Date of information, Mar., 1903. z

### JACKSONVILLE.

Population in 1880, 10,927, in 1890, 12,935, in 1900, 15,078.

**Jacksonville Railway Co.**

**CAPITAL STOCK,** authorized, \$50,000, issued, \$33,450; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$75,000, issued, \$45,000; dated Jan. 1, 1892, due 1912; int. payable Jan. and July, in New York; trustee of mortgage, St. Louis Trust Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 25 lb. to 60 lb. rail; 2 horses, 21 cars, of which 9 are motor cars and 12 trail cars; Gen. Elec. and West. dynamos, Gen. Elec. and Detroit motors.

**OFFICERS.**—Pres. Wm. S. Hook, Sec. Marcus Hook, Treas. Francis Hook, Supt. Edward B. Kirk.

**DIRECTORS.**—Wm. S. Hook, Francis Hook, Marcus Hook.

**GENERAL OFFICE,** Jacksonville, Ill.

Date of information, Mar., 1903. z

### JOLIET.

Population in 1880, 11,657, in 1890, 23,264, in 1900, 29,353.

**Chicago & Joliet Electric Railway Co.**—This company was organized by The American Railways Co., of Philadelphia, as a consolidation of the Joliet R. R. Co., and Chicago & Joliet Rapid Transit Co. The road is in full operation from Joliet to the Will County line, where it connects with the Chicago & Desplains Valley Electric Ry. for Chicago. It operates in Joliet and to the northern limits of Lockport, thence to Cook County line, covering 41 miles of track. The line between Chicago and Joliet was formally opened Sept. 25, 1901.

**CAPITAL STOCK,** authorized and issued, \$2,300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$2,000,000, issued, \$1,600,000; dated May 1, 1901, due 1931; denom. \$1,000; int. payable May and Nov., at office of Illinois Trust & Savings Bank, Chicago, trustee of mortgage.

Joliet Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$75,000; dated May 2, 1889, due 1904; int. payable May and Nov.

Joliet R. R. Co.'s first consolidated mortgage 5 p. c. bonds, authorized, \$400,000, issued, \$325,000, in escrow to retire first mortgage bonds, \$75,000; dated May 1, 1898, due 1918; denom. \$1,000; int. payable May and Nov.; trustee of mortgage, Portland Trust & Savings Bank, of Portland, Me.

**NOTE.**—Of the \$2,000,000 first mortgage bonds, \$400,000 are reserved to retire underlying liens. The entire issue of these bonds may be called for payment after May 1, 1902, at 105 and interest. \$2,200,000 of the capital stock of this company and the entire issue of the bonds of the Chicago & Desplains Valley Electric Ry. Co. are deposited under this mortgage as collateral security.

**OFFICERS.**—Pres. J. J. Sullivan, V. Pres. H. J. Crowley, Philadelphia, Pa.; Sec. & Treas. C. L. S. Tingley, Gen. Man. F. E. Fisher, Elecn. G. S. Patterson, Pur. Agt. Wm. J. Mulholland, Philadelphia, Pa.

**GENERAL OFFICES,** 301 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

Date of information, Mar., 1903. z

**Chicago & Desplains Valley Electric Railway Co.**—This is a consolidation in 1901 of the Chicago & Desplains Valley Electric Ry. and the Desplains Valley Electric Ry. This road is in operation from Will County line, where it joins the Chicago & Joliet Electric Ry., making a through line to Chicago, covering 23.5 miles of track. Branch line will be built from Summit to Lyons, where connection will be made with the Union Traction Co., of Chicago. The entire capital stock, of which \$1,000,000 is pledged under the mortgage of the Chicago & Joliet Electric Ry., is owned by The American Railways Co.

CAPITAL STOCK, authorized and issued, \$1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; dated May 1, 1901, due 1931; denom. \$1,000; int. payable May and Nov., at office of Illinois Trust & Savings Bank, Chicago, trustee of mortgage.

NOTE.—The first mortgage bonds have been deposited as collateral security under the bonds of the Chicago & Joliet Electric Ry. Co.

OFFICERS.—Pres. J. J. Sullivan, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. F. E. Fisher, Pur. Agt. Wm. J. Mulholland.

DIRECTORS.—J. J. Sullivan, H. J. Crowley, Clayton E. Crafts, P. H. Gray, Wm. B. McIlvaine.

GENERAL OFFICES, 301 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

Date of information, Mar., 1903. z

**Joliet, Plainfield & Aurora Railroad Co.**—This company is building an electric railway 22 miles in length.

OFFICERS.—Pres. & Pur. Agt. Fred E. Fisher, Joliet; Sec. & Treas. F. E. Stoddard, Joliet.

POWER STATION, Joliet; sub-station, Plainfield, Ill.

Date of information, Mar., 1903. z

### KANKAKEE.

Population in 1880, 5,651, in 1890, 9,025, in 1900, 13,595.

**Kankakee Electric Railway Co.**—Municipal franchise granted in Feb., 1900, for 20 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized and issued, \$50,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$50,000, issued, \$15,000; dated July 1, 1891, due 1911; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 45 lb and 50 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; Atlas engines, West. dynamos and motors, Pullman cars; McGuire trucks.

OFFICERS.—Pres. Emory Cobb, V. Pres. Gen. Man. Supt. & Pur. Agt. C. H. Cobb, Sec. & Treas. W. C. Schneider, Ch. Engr. James Rice, Ch. Elec. & Mast. Mech. John Smith.

DIRECTORS.—Emory Cobb, Charles H. Cobb, W. C. Schneider.

GENERAL OFFICE, Arcade Bldg., Kankakee, Ill.

Date of information, Mar., 1903. z

**The North Kankakee Electric Light & Railway Co.**—Chartered May, 1892, for 20 years. Annual meeting second Tuesday in June.

CAPITAL STOCK, authorized, \$100,000, issued, \$32,600.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, \$25,000; dated 1893, due 1903; denom. \$1,000; int. payable at Kankakee Savings Bank; trustee of mortgage, Thomas A. Sawyer.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. and 57 lb. T and girder rail, 7 cars, of which 5 are motor cars and 2 trail cars; Gen. Elec. and Detroit dynamos and motors, St. Louis and Wells & French cars.

OFFICERS.—Pres. B. F. Uran, V. Pres. W. W. Bird, Sec. Henry Beckman, Treas. A. D. Ehrich, Gen. Man. Supt. & Pur. Agt. E. Powell, Elec. Frank Disens.

GENERAL OFFICE, Kankakee, Ill.

Date of information, Mar., 1903. z

### LA SALLE.

Population in 1880, 7,847, in 1890, 9,855, in 1900, 10,446.

**Illinois Valley Traction Co.**—This company is the successor to the City Electric Railway, whose charter was renewed in Dec., 1899, for 20 years.

CAPITAL STOCK, authorized and issued, \$125,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 7 closed and 4 open motor cars and 3 trail cars; 250 H. P. engines, 160 H. P. dynamos, West. motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. & Man. W. B. McKinley, V. Pres. Geo. F. Duncan, Sec. & Treas. Edward Woodman, Gen. Man. H. E. Chubbuck.

GENERAL OFFICE, La Salle, Ill.

POWER STATION, La Salle, Ill.

Date of information, Mar., 1903. z

### LINCOLN.

Population in 1880, 5,639, in 1890, 6,725, in 1900, 7,986.

**Lincoln Street Car Co.**—This company is the successor by purchase of the Lincoln Electric St. Ry. Co., for which a receiver was appointed in Feb., 1897.

CAPITAL STOCK, authorized and issued, \$65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars and 2 trail cars; Bates engines, Gen. Elec. generator and motors, Laclede cars.

OFFICERS.—Pres. & Pur. Agt. E. D. Blinn, Sec. & Treas. J. F. Hyde, Gen. Man., Supt. & Pur. Agt. W. H. Traner, Ch. Engr. & Elec. E. C. Simonton.

DIRECTORS.—E. D. Blinn, J. T. Hoblin, H. C. Quissenberry, W. H. Traner.

Date of information, Jan., 1903. z

### MACOMB.

Population in 1903, (local estimates), 6,000.

**The Macomb & Western Illinois Railway Co.**—This company is constructing an electric railway 95 miles in length.

OFFICERS.—Pres. Wm. A. Compton, V. Pres. W. H. Rayburn, Sec. & Treas. R. S. Chandler.

Date of information, Mar., 1903. z

### MARION.

Population in 1900, 2,510.

**Coal Belt Electric Railway Co.**—This line reaches Cartersville, Pollard, Spillerton, and Herrin, serving a total population of 5,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; 9 cars.

OFFICERS.—Pres. F. S. Peabody, V. Pres. & Sec. A. W. Underwood, Treas. J. D. Adams, Man. Dennis Aper, Ch. Engr. E. D. Galusha.

GENERAL OFFICE, 215 Dearborn St., Chicago, Ill.

Date of information, Mar., 1903. z

### MECHANICSBURG.

Population in 1880, 396, in 1890, 426, in 1900, 476.

**Mechanicsburg & Buffalo Railway Co.**

CAPITAL STOCK, \$12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 10 in.; 16 lb. and 20 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. J. B. Hunter, V. Pres. H. Thompson, Treas. J. T. Fullenwider, Sec. & Gen. Man. L. B. Hall.

GENERAL OFFICE, Mechanicsburg, Ill.

Date of information, Dec., 1901. d

### MOLINE.

Population in 1880, 7,800, in 1890, 11,995, in 1900, 18,288.

**Moline, East Moline & Watertown Railway Co.**—This company has 6 miles of electric railway in operation and is extending the line 25 miles.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 6 cars.

OFFICERS.—Pres. C. H. Deere, Moline; V. Pres. Geo. W. Wood, Moline; Sec. T. W. Rank, Moline; Treas. & Pur. Agt. Joshua Hale, Boston, Mass.; Man. & Ch. Engr. Blake A. Mapledoram, Moline; Ch. Engr. of Power Sta. & Mast. Mech. J. C. Hoffmann, Moline.

Date of information, Mar., 1903. z

### MORRIS.

**The Illinois & Wisconsin Railroad Co.**—Chartered June 19, 1900, for 50 years. This company was organized to construct an electric railway from Morris through Grundy, Kendall and La Salle counties to Sycamore, in De Kalb county, and then to the state line, with several branches, a total of about 110 miles.

CAPITAL STOCK, authorized, \$1,000,000, common stock, \$750,000, preferred stock, \$250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$2,500,000 issued, Mar., 1901, none.

OFFICERS.—Pres. Sidney B. Jones, V. Pres. David Nichols, Sec. O. P. Applegate, Treas. Edward List, Ch. Engr. W. S. Gamble.

DIRECTORS.—Sidney B. Jones, David Nichols, O. P. Applegate, J. E. Turpin, G. I. Hicks, Preston McGrain, James Branan, Emil Arnold.

GENERAL OFFICE, 215 Dearborn St., Chicago, Ill.

POWER STATION to be erected at Sycamore, Ill.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

**OTTAWA.**

Population in 1880, 7,834, in 1890, 9,985, in 1900, 10,588.

**Ottawa Railway Light & Power Co.**—This company was organized in Mar., 1899, and in July, 1899, purchased the properties and franchises of the Ottawa Street Ry. Co., which was chartered Dec. 31, 1896, for 20 years, and the Thomas Electric Lt. & Power Co. which owned a modern electric light and power plant.

**CAPITAL STOCK**, authorized and issued, \$150,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, and issued, \$150,000; dated Apr. 1, 1899, due 1929; denom. \$500 and \$1,000; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. center-bearing rail; 18 cars, of which 11 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Pullman cars. Water power is used to generate electricity.

**OFFICERS.**—Pres. F. S. Donnell, 45 Milk St., Boston, Mass.; Sec. Treas., Man. & Pur. Agt. L. W. Hess, Supt. & Elec. C. Hahn, Supt. Ry. Dept., N. Yentzer.

**GENERAL OFFICE**, Ottawa, Ill.

**REFERENCE.**—Description of park, Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Jan., 1903. d

**PARIS.**

Population in 1900, 7,000.

**Interstate Railway, Light & Power Co.**—Chartered Feb. 13, 1901, for 50 years; municipal franchise granted Mar. 29, 1901. Annual meeting Feb. 21. This road is under construction.

**CAPITAL STOCK**, authorized, \$5,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19.

**OFFICERS.**—Pres. A. J. Hunter, V. Pres. G. W. Hughs, Sec. Jas. D. Barr, Treas. J. D. Hunter, Ch. Engr. Geo. R. Grimes.

**DIRECTORS.**—A. J. Hunter, Paris, Ill.; J. E. Parrish, J. Will Snyder, H. O. Boyer, R. G. Sutherland, Geo. W. Myers, Geo. W. Hughs, H. H. Knipe, C. P. Hitch.

Date of information, Mar., 1903. z

**Paris & Terre Haute Traction Co.**—Municipal franchises granted July 2, 1902. This company has an electric railway under construction.

**OFFICERS.**—Pres. A. J. Hunter, V. Pres. C. P. Hitch, Sec. J. D. Barr, Treas. J. D. Hunter.

**GENERAL OFFICE**, Paris, Ill.

Date of information, Mar., 1903. z

**PEORIA.**

Population in 1880, 29,259, in 1890, 41,024, in 1900, 56,100.

**Central Railway Co.**—Chartered Mar. 31, 1888. This company is a consolidation, on May 16, 1889, of the Central City Horse Ry. Co., the Central Horse & Cable Ry. Co., the Peoria Horse & Cable Ry. Co. Since the original consolidation, the East Bluff Peoria Horse Ry. Co., the Peoria Rapid Transit Co., the Lakeside Electric Ry. Co. and the Richmond Street Ry. Co. have been consolidated with this company. In Aug., 1895, the Fort Clark Street Ry. Co. was also absorbed.

**CAPITAL STOCK**, authorized and issued, \$750,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$750,000, issued, \$500,000, in escrow, \$250,000; dated Oct. 1, 1895, due Apr. 1, 1915; coupon, but may be registered; denom. \$1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

**NOTE.**—\$250,000 of the first mortgage bonds are held in escrow to provide for future extensions and betterments to the extent of 75 p. c. of their actual cost.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 61; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. T and girder rail; 150 cars, of which 100 are motor cars and 50 trail cars; Allis engines, Gen. Elec. dynamos and motors, American, Laclede and St. Louis cars.

**OFFICERS.**—Pres. Walter Barker, V. Pres. Samuel Woolner, Jr., Sec. J. N. Ward, Treas. H. J. Woodward, Gen. Man. & Pur. Agt. John Finley, Supt. Peter Brady, Ch. Engr. A. L. Kellogg, Ch. Elec. A. T. Leach.

**GENERAL OFFICE**, 622 S. Adams St., Peoria, Ill.

Date of information, Jan., 1903. d

**Peoria & Prospect Heights Railway Co.**—This company is the successor to the Glen Oak & Prospect Heights Ry. Co., which was a consolidation of the Glen Oak & Prospect Heights Ry. Co. and the Peoria Northeastern Ry. Co. Municipal franchise granted Aug., 1896, for 20 years. Annual meeting second Friday in Nov.

**CAPITAL STOCK**, authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.20; gauge, 4 ft. 8½ in.; 76 lb. rail; 15 motor cars; 300 H. P. station plant; Bates-Corliss engine, Westinghouse dynamos and motors, St. Louis cars, McGuire trucks.

**OFFICERS.**—Pres. John Finley, V. Pres. & Treas. Walter Barker, Sec. J. N. Ward, Supt. E. Coonce.

**GENERAL OFFICE**, Peoria, Ill.

Date of information, Jan., 1903. d

**Peoria & Pekin Terminal Railway Co.**—This company was incorporated as the Peoria & Pekin Traction Co., which was chartered Aug. 26, 1897, for 50 years. Municipal franchise granted Oct. 15, 1898, for 30 years. Annual meeting third Tuesday in Jan. The company leases the Peoria Terminal Ry. for 50 years, from Dec., 1897. Cars are run from Peoria to South Peoria on the tracks of the Central Ry. Co.

**CAPITAL STOCK**, authorized, \$700,000, issued, \$600,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$700,000, issued, \$664,000, in treasury (see Note), \$36,000; dated Jan. 1, 1900, due 1930; denom. \$1,000; int. payable Jan. and July, at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

**NOTE.**—Treasury bonds may be issued for extensions and permanent improvements.

**PLANT AND EQUIPMENT.**—Miles of track (electric and steam), 32; gauge, 4 ft. 8½ in.; 70 lb. rail; 15 passenger cars, of which 5 are motor cars and 10 trail cars; 75 freight cars; three 60-ton and three 50-ton locomotives; 800 H. P. station plant; Buckeye engines, Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. T. J. Miller, V. Pres. W. H. Trumbull, Sec. & Gen. Man. L. E. Myers, Treas. P. L. Saltonstall, Traffic Man. & Gen. Supt. Guy W. Talbot.

**DIRECTORS.**—T. J. Miller, W. T. Irwin, Benj. Warren, Jr., Peoria, Ill.; W. H. Trumbull, P. L. Saltonstall, Boston, Mass., Everett W. Wilson, Pekin, Ill.; L. E. Myers, Chicago, Ill.

**GENERAL OFFICES**, Peoria, Ill.

**REFERENCES.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1903. z

**QUINCY.**

Population in 1880, 27,268, in 1890, 31,478, in 1900, 36,252.

**Quincy Horse Railway & Carrying Co.**—Chartered Feb., 11, 1865, for 50 years, subject to the regulations of the City Council of Quincy, Ill. Annual meeting third Monday in Jan.

**CAPITAL STOCK**, authorized, \$600,000; paid in, \$160,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$140,000; denom. \$500; int. payable Apr. and Oct.; trustees of mortgage, E. J. Parker and Jas. F. Carrott, of Quincy.

First consolidated mortgage, 5 p. c. gold bonds, authorized, \$550,000, issued, \$310,000, in escrow (see note), \$140,000; in treasury, \$100,000; coupon, but may be registered; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

**NOTE.**—Of the first consolidated mortgage bonds \$140,000 are held in escrow to retire the first mortgage bonds above described.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17; gauge, 5 ft.; 45 lb. to 60 lb. T and girder rail; 1200 H. P. Station plant; 32 cars, of which 24 are motor cars and 8 trail cars; Hamilton-Corliss and Russell engines, Gen. Elec. dynamos, West. motors, Pullman, Brill and St. Louis cars.

**OFFICERS.**—Pres. G. F. Duncan, Portland, Me.; V. Pres. Edward Woodman, Portland, Me.; Sec. W. B. McKinley, Champaign, Ill.; Treas. H. P. Cox, Portland, Me.; Gen. Man. H. E. Chubbuck, Quincy, Ill.; Supt. W. A. Martin, Quincy, Ill.

Date of information, Mar., 1903. z

**Quincy & South Eastern Electric Railway Co.**—This company has 170 miles of electric railway under construction.

**OFFICERS.**—Pres. George Wells, Quincy, Ill.; V. Pres. Chauncey H. Castle, Sec. & Treas. James E. Adams.

Date of information, Jan., 1903. d

**ROCKFORD.**

Population in 1890, 23,589, in 1900, 31,051, in 1903 (local estimate), 36,000.

**Rockford & Interurban Railway Co.**—This company is a consolidation of the Rockford Railway, Light & Power Co., and Rockford & Belvidere Electric Ry. Co. Municipal franchise granted for twenty years. Interurban property built on private right-of-way. Annual meeting first Tuesday in May.



**CAPITAL STOCK**, authorized, \$1,000,000; issued, \$750,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$800,000; issued, \$578,000; dated Oct. 1, 1902, due 1922; denom. \$1,000; int. payable Apr. and Oct. at office of American Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

Rockford City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$150,000; dated May 1, 1890, due 1910; denom. \$1,000; int. payable May and Nov., at office of Northern Trust Co., trustee of mortgage.

Rockford Ry., Light & Power Co.'s consolidated mortgage 5 p. c. bonds, authorized, \$300,000; issued, \$66,250; dated Nov. 1, 1898, due 1918; denom. \$250, \$500 and \$1,000; int. payable May and Nov. at office of American Trust & Savings Bank, Chicago, Ill., trustee of mortgage. Of this issue of bonds, \$150,000 can only be used to retire a like amount of the Rockford City Ry. Co.'s 6 p. c. bonds, and \$83,750 have been paid and cancelled.

Dividends, 4 p. c. per annum.

**NOTE.**—Of the issue of \$800,000 5 p. c. bonds, \$150,000 are reserved for extensions at 85 p. c. of cost, and \$66,250 to retire a like amount of the Rockford Ry., Light & Power Co.'s 5 p. c. bonds.

**OPERATION.**—Year ending Dec. 31, 1902.

|                                           |           |
|-------------------------------------------|-----------|
| Total receipts.....                       | \$167,576 |
| Operating expenses (including taxes)..... | 99,383    |
| Earnings from operation.....              | 68,193    |
| Deductions from earnings.....             | 32,250    |
| Net income.....                           | 35,943    |
| Dividends.....                            | 30,000    |
| Surplus.....                              | 5,943     |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T rail; 60 cars, of which 44 are motor cars and 16 trail cars.

**OFFICERS.**—Pres. R. N. Baylies, Sec. G. G. Olmstead. Treas. W. F. Woodruff, Gen. Man. & Supt. T. M. Ellis, Gen. Pass. & Expr. Agt. J. H. Groneman.

**DIRECTORS.**—John Farson, Gilbert Woodruff, G. G. Olmstead, U. B. Masslich, R. N. Baylies.

**GENERAL OFFICE**, 306 W. State Street, Rockford, Ill.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187; securing traffic, Vol. XXI, Feb. 28, '03, p. 319, Apr. 4, '03, p. 530.

Date of information, Jan., 1903.

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**Rockford, Beloit & Janesville Railroad Co.**—Chartered in 1901 for 30 years. Annual meeting in Jan. Company placed 33 miles of track in operation on Nov. 15, 1902.

**CAPITAL STOCK**, authorized and issued, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized \$1,000,000; issued \$600,000; dated Aug. 1, 1901, due 1921; int. payable Feb. and Aug. at office of Savings & Trust Co., Cleveland, O., or First National Bank, New York; Illinois Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

**OFFICERS.**—Pres. H. R. Newcomb, Cleveland, O.; V. Pres. & Gen. Man. H. H. Clough, Beloit, Wis., Sec. S. W. Worthy, Chicago, Ill., Treas. J. R. Nutt, Cleveland, O., Aud. E. B. Gibson, Beloit, Wis., Supt. Will Nutt, Beloit, Wis., Ch. Engr. George Hurst, Beloit, Wis.

Date of information, Mar., 1903.

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**Rockford & Freeport Electric Railway Co.**—This company is building 29 miles of electric railway, which it expects to have in operation by Nov. 1, 1903.

**CAPITAL STOCK**, \$750,000.

**FUNDED DEBT**, \$700,000.

**OFFICERS.**—Pres. & Gen. Man. T. M. Ellis, Rockford; Sec. & Treas. J. H. Camlin.

Date of information, Mar., 1903.

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## SPRINGFIELD.

Population in 1880, 19,743, in 1900, 34,159.

**Springfield Consolidated Railway Co.**—This is a consolidation of the Springfield City Ry. Co. and the People's Electric Ry. Co.

**CAPITAL STOCK**, authorized and issued, \$750,000.

**FUNDED DEBT.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$750,000, issued, \$650,000; dated June 1, 1893, due 1933; denom. \$1,000; int. payable June and Dec., at office of Columbia Trust Co., of Louisville, Ky., trustee of mortgage.

People's Electric Ry. Co.'s first mortgage 6 p. c. bonds, \$100,000; dated Apr. 1, 1891, due 1911; denom. \$1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, C. A. Helme.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 50 cars, of which 46 are motor cars and 4 trail cars; Bates-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and Walker motors.

**OFFICERS.**—Pres. William Jarvis, Louisville, Ky.; V. Pres. B. Wilson, Treas. & Gen. Man. C. K. Minary, Supt. F. P. McNeil.

**GENERAL OFFICE**, Springfield, Ill.

Date of information, Mar., 1903.

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## STREATOR.

Population in 1880, 5,157, in 1890, 11,414, in 1900, 14,079.

**People's Light & Railway Co.**—This company is the successor to the Streator Ry. Co., which was chartered in 1891, for 20 years. The electric railway has been put in good condition and operation commenced Aug. 27, 1901.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 6.25; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 8 motor cars; A. & S. engines, Gen. Elec. dynamos and motors, American cars.

**OFFICERS.**—Pres. W. V. Coons, Cleveland, O.; Sec. Treas. Gen. Man. Pur. Agt. & Elec. Engr. G. J. A. Paul, Streator; Ch. Engr. of Power Station. L. M. Frenier.

Date of information, Feb., 1903.

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## VENICE.

Population in 1880, 612, in 1890, 932, in 1900, 2,450.

**Granite City & St. Louis Railway Co.**—Chartered in 1902 for 50 years. Municipal franchise granted in 1902 for 20 years. Annual meeting in July. This company owns the Venice, Madison & Granite City Ry. Co. The road serves a total population of 30,000.

**CAPITAL STOCK**, authorized and issued, \$500,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$350,000, in treasury, \$15,000; dated May 1, 1902, due 1922; coupon, but may be registered; denom. \$500; int. payable Jan. and July, at the office of Francis Bros. & Co., St. Louis, Mo., trustee of mortgage.

Treasury bonds may be issued for betterments and extensions. The first mortgage bonds may be called for payment at one month's notice after twenty years.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.5; gauge, 4 ft. 10 in.; 60 lb., 65 lb. and 70 lb. T rail; 14 cars, 910 H. P. station plant, Fulton and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars and trucks.

**OFFICERS.**—Pres. Fred. E. Allen, V. Pres. & Sec. E. J. Spencer, Treas. D. R. Francis, Supt. George Miller.

**DIRECTORS.**—E. L. McFadden, J. S. Trittle, Fred. E. Allen, E. J. Spencer, D. R. Francis.

**GENERAL OFFICE**, Venice, Ill.; President's and Secretary's office, Laclede Bldg., St. Louis, Mo.

Date of information, Jan., 1903.

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## INDIANA.

### ANDERSON.

Population in 1880, 4,126, in 1890, 10,741, in 1900 (local estimates), 25,000.

**Union Traction Co. of Indiana.**—This company is a consolidation, on June 28, 1899, of the Union Traction Co. of Anderson, the Citizens' Street Ry., of Muncie, the Marion City Ry., of Marion and the Elwood Electric Street Ry., of Elwood. Annual meeting, second Tuesday in Mar. The new company commenced operation of these consolidated properties July 1, 1899, and it also has in operation an interurban line from Anderson, via Alexandria to Marion and another from Alexandria west to Elwood, and from Muncie to Indianapolis. In Dec., 1900, a central power station, with storage batteries at Anderson, operating on the three-phase system, with sub-stations each having storage batteries, was built with a capacity of 6000 H. P. in three units. This company has leased for a period of 50 years all of the lines of the Indianapolis Northern Traction Co. which are now in course of construction.

**CAPITAL STOCK**, common, authorized and issued, \$4,000,000; preferred, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$4,272,000, in escrow (see note), \$728,000; dated July 1, 1899, due 1919; denom. \$1000; int. payable at office of City Trust Co. of New York, trustee of mortgage.

The Anderson Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds outstanding, \$150,000; int. payable June and Dec. at the office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The Citizens' St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, \$250,000, outstanding, \$173,500; coupon, but may be registered; dated Dec. 1, 1897, due 1927; denom. \$1,000; int. payable at office of the Guarantee Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

The Marion City Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, \$400,000; dated May 1, 1895 due 1915; denom. \$1000; int. payable May and Nov. at office of National Broadway Bank, New York; trustee of mortgage, Mr. Francis A. Palmer.

**NOTE.**—\$728,000 of the first mortgage bonds of the Union Traction Co. of Indiana are held in escrow to retire the bonds of the con-



stituent companies at maturity as stated above. The Union Traction Co.'s (of Anderson) bonds, \$600,000, were cancelled.

| OPERATION.—6 mos. endg Dec. 31,  | 1899.     | 1900.     | Year ending Dec 31, 1901. | 1902.     |
|----------------------------------|-----------|-----------|---------------------------|-----------|
| Gross receipts.....              | \$243,334 | \$447,616 | \$752,524                 | \$962,266 |
| Operating expenses.....          | 112,640   | 247,045   | 422,675                   | 516,503   |
| Earnings from operation.....     | 130,694   | 211,571   | 329,849                   | 445,763   |
| Interest.....                    | 109,820   | 177,946   | *287,240                  | 297,657   |
| Net income.....                  | 20,874    | 22,625    | 42,609                    | 148,106   |
| Dividends on pref. stk. outstg.. |           |           |                           | 31,434    |
| Surplus.....                     |           |           |                           | 116,672   |
| Car miles run.....               |           |           |                           | 3,745,874 |

\* Including accrued dividend on preferred stock.

**PLANT AND EQUIPMENT.**—Miles of track (electric), in operation (Jan., 1901), 164; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. rail; 166 cars, of which 67 are motor cars and 99 trail cars; West., Gen. Elec. and Siemens & Halske dynamos and motors, Barney & Smith and St. Louis cars and trucks.

**OFFICERS.**—Pres. & Gen. Man. Geo. F. McCulloch, Indianapolis; V. Pres. Philip Matter, Marion; Sec. J. A. Van Osdol, Anderson; Treas. William C. Sampson, Aud. F. S. Sage, Asst. Gen. Man. A. L. Drum, Asst. to Pres. & Pur. Agt. C. W. McGuire, Gen. Supt. A. A. Anderson, Supt. of Trans. Chas. A. Baldwin, Elec. Engr. Albert S. Richey, Ch. Engr. & Roadmaster W. H. Bloss, Ch. Engr. Power Plant, A. J. Black.

**DIRECTORS.**—Philip Matter, J. A. Van Osdol, Geo. F. McCulloch, Wm. C. Sampson, Muncie; Randal Morgan, Philadelphia; J. Levering Jones, Philadelphia, Pa.; W. Kesley Schoepf, Cincinnati, O.

**GENERAL OFFICE,** Anderson, Ind.

**REFERENCES.**—Description, Vol. XVIII, Dec. 7, '01, p. 817 (ill.); operating detail, Vol. XVIII, Dec. 7, '01, p. 821 (ill.), description of power plant, (brief), Vol. XIX, Apr. 19, '02, p. 477 (map); power tests, Vol. XX, Oct. 4, '02, p. 522.

Date of information, Mar., 1903.

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**Indianapolis Northern Traction Co.**—Chartered in Apr., 1902. The road is leased to the Union Traction Co. of Indiana, for 50 years. This company's lines when completed, will consist of inter-urban lines extending from Indianapolis via Carmel, Noblesville, Cicero and Tipton to Kokomo, 53 miles, from Kokomo to Logansport, 23 miles, from Kokomo to Peru, 19 miles, and from Tipton to Elwood 10 miles, a total of 105 miles. At Elwood connection will be made with the system of the Union Traction Co. of Indiana.

**CAPITAL STOCK,** authorized and issued, \$3,500,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$3,500,000; dated July 1, 1902, due 1932; int. payable Jan. and July at office of Colonial Trust Co., New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Union Traction Co. of Indiana.

**OFFICERS.**—Pres. Ellis C. Carpenter, Anderson, Ind.; Sec. Arthur W. Brady, Indianapolis, Ind.; Treas. Albert S. Richey, Anderson, Ind., Asst. Gen. Man. A. L. Drum, Engr. of Cons. H. Day Hanford, Ch. Engr. S. H. Knight.

**DIRECTORS.**—Ellis C. Carpenter, Albert S. Richey, Wm. C. Sampson, Anderson, Ind.; Arthur W. Brady, Indianapolis, Ind.; J. Levering Jones, Randal Morgan, T. Henry Dixon, Philadelphia, Pa.

**GENERAL OFFICE,** Anderson, Ind.

Date of information, Mar., 1903.

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## ANGOLA.

Population, in 1890, 1,840, in 1900, 2,141. Local estimates of population served, 60,000.

**Goshen & Indiana Traction Co.**—Chartered Sept. 5, 1899, to construct an electric railway extending from the city of Goshen to Angola, through La Grange, Lima, Brighton, Orland and Nevada Mills. The company owns its own rights of way independent of highways, and also has all city and town franchises.

**CAPITAL STOCK,** authorized, \$1,500,000.

**PROPOSED PLANT AND EQUIPMENT.**—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 16 cars of which 10 are motor cars and 6 trail cars, 1200 H. P. Station Plant.

**OFFICERS.**—Pres. A. H. Flint, Mills Bldg., New York City; V. Pres. J. F. Schuman, Angola, Ind.; Sec. Ralph H. Beach, 44 Broad St., New York; Treas. Chas. E. Storms, New York.

**DIRECTORS.**—A. H. Flint, Ralph H. Beach, Chas. Orvis, S. A. Wood, J. F. Schumann.

**GENERAL OFFICE,** Angola, Ind.

Date of information, Mar., 1903.

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## BROWNSTOWN.

Population in 1880, 849, in 1890, 1,422, in 1900,

**Browns town & Ewing Street Railway Co.**

**CAPITAL STOCK,** authorized, \$5,000, issued, \$3,500.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 2; gauge, 5 ft 2½ in.; 40 lb. T rail; 10 horses, 2 cars.

**OFFICERS.**—Pres. & Supt. F. Falk, V. Pres. & Sec. W. L. Boyatt Treas. G. H. Heins.

Date of information, Nov., 1900.

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## COLUMBUS.

Population in 1880, 4,813, in 1890, 6,719, in 1900, 10,500.

**John S. Crump's Street Railway.**—Chartered May 30, 1890, in perpetuity. This is not an incorporated company, the property and franchises being owned by John S. Crump.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, American and Brownell cars.

**OFFICERS.**—Proprietor John S. Crump, Man. R. F. Gottschalk Supt. J. W. Crump, Jr.

Date of information, Mar., 1903.

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## EVANSVILLE.

Population in 1880, 29,280, in 1890, 50,656, in 1900, 59,007.

**Evansville Electric Railway Co.**—This is a reorganization of the Evansville Street Ry. Co., which was sold under foreclosure of mortgage Apr. 16, 1901. In Mar., 1901, this company obtained a 50 year franchise from the city of Evansville.

**CAPITAL STOCK,** authorized and issued, \$600,000.

**FUNDED DEBT.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$1,200,000; dated May 1, 1901, due 1921; int. payable May and Nov., at office of Merchants' Trust Co., New York, trustee of mortgage.

**NOTE.**—\$1,000,000 of these bonds were paid to the holders, bond for bond, and \$200,000 will be used for extensions and improvements.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 60 lb. T rail; 51 motor cars and 26 trail cars; West. engines, West. dynamos and motors, Brownell and St. Louis cars.

**OFFICERS.**—Pres. Jas. V. Parker, V. Pres. & Gen. Man. H. D. Moran, Sec. Alex. Gilchrist, Treas. C. J. Morris, Supt. J. Cash, Ch. Elec. A. H. Mann, Ch. Engr. G. Martin.

**GENERAL OFFICE,** 310 First St., Evansville, Ind.

Date of information, Jan., 1903.

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**Evansville & Henderson Electric Railway Co.**—This company has 12 miles of electric railway under construction.

**OFFICERS.**—Pres. Chas. F. H. Laval, Evansville; V. Pres. C. H. Battin, Cincinnati, O.; Sec. & Treas. H. Randall, Evansville; Gen. Man. C. C. Tennin, Cincinnati, O.; Elec. Engr. Chas. Fisk, Cincinnati, O.

Date of information, Jan., 1903.

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## FORT WAYNE.

Population in 1880, 26,880, in 1890, 35,393, in 1900, 45,115.

**Fort Wayne Traction Co.**—This company was organized in Oct., 1899, as the successor to the Fort Wayne Consolidated Ry. Co., which was sold at foreclosure sale.

**CAPITAL STOCK.**—Common, \$1,000,000; preferred, \$1,000,000; 5 p. c. non cumulative; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 4 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,250,000; dated Oct. 1, 1899, due 1939; int. payable Apr. and Oct.; trustee of mortgage, the Guardian Trust Co., of Cleveland, O.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 95 motor cars; 1,400 H. P. station plant; Gen. Elec. dynamos and motors; Stephenson, Jackson & Sharp and Brill cars.

**OFFICERS.**—Pres. H. P. Eells, Sec. & Treas. H. P. McIntosh; Gen. Man. A. L. Scott.

**DIRECTORS.**—Jno. H. Bass, G. A. Garretson, H. P. McIntosh, Jas. Parmelee, J. H. Wade, H. P. Eells, E. H. Bourne.

**GENERAL OFFICE,** 18 Holman St., Fort Wayne, Ind.

**REFERENCES.**—Description of parks (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903.

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**Fort Wayne, Dayton & Cincinnati Traction Co.**—This road is now under construction, and will connect Cincinnati and Dayton, Ohio, with Fort Wayne, Ind.

**CAPITAL STOCK,** \$5,000,000.

**OFFICERS.**—Pres. Dr. S. George, 1st V. Pres. D. W. Le Fetra, New York City; 2d V. Pres. Chas. L. Hyde, Pierre, S. D.; Sec. & Treas. Chas. W. Gebhart, Audr. Clifford E. Swayne, Dayton, Ohio.

Date of information, Feb., 1902.

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**Fort Wayne & Southwestern Traction Co.**—This road is in operation from Ft. Wayne to Wabash, Ind.

**OFFICERS.**—Pres. Wm. B. McKinley, Champaign, Ill.; V. Pres. Man. & Pur. Agt. Samuel L. Nelson, Ft. Wayne, Ind.; Sec. & Treas. G. E. Macomber, Augusta, Me.; Audr. B. R. Stephens, Supt. of Trans. H. E. Davisson, Mast. Mech. L. O. Williams.

**GENERAL OFFICE,** Fort Wayne, Ind.

**POWER STATION,** Huntington, Ind.

Date of information, Mar., 1903. z

**Fort Wayne, Van Wert & Lima Traction Co.**—This company is building an electric railway, which it expects to have in operation about Jan. 1, 1904.

**OFFICERS.**—Pres. Henry C. Paul, V. Pres. L. G. Neeley, Sec. S. B. Fleming.

**GENERAL OFFICE,** Fort Wayne, Ind.

Date of information, Jan., 1903. z

### HAMMOND.

Population in 1880, 699, in 1890, 5,428, in 1900, 12,376, in 1902, 16,000.

**Hammond, Whiting & East Chicago Electric Railway Co.**—Ordinance granted in 1892, for 25 years. This company owns the electric line connecting Roby, Whiting, East Chicago and Hammond, across the Indiana line adjoining Chicago. The road is operated in connection with the South Chicago City Ry., and through cars are run from 63d St. and Madison Ave. in Chicago, to Hammond, Ind.; through cars are also run from 63d St. and Madison Ave. to Whiting, Ind.

**CAPITAL STOCK,** authorized and issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; dated Mar. 1, 1894, due 1904; int. payable Mar. and Sept., at Northern Trust Co., of Chicago, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 80 lb. T rail, 12 motor cars; power furnished by the South Chicago City Ry. Co.

**OFFICERS.**—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. & Treas. O. S. Gaither.

**DIRECTORS.**—D. F. Cameron, O. S. Gaither, D. M. Cummings, Geo. L. Bradbury, V. Shaw Kennedy.

**GENERAL OFFICE,** 308 First National Bank Building, Chicago, Ill.

Date of information, Mar., 1903. z

### INDIANAPOLIS.

Population in 1880, 75,056, in 1890, 105,436, in 1900, 169,164.

**Indianapolis Street Railway Co.**—Chartered Mar. 7, 1899, as the successor by purchase of the Citizens' Street Ry. Co. and the City Ry. Co., and took possession of the lines on May 3, 1899, and since then extensive reconstruction work has been carried nearly to completion. On Dec. 29, 1902, this road was leased to the Indianapolis Traction & Terminal Co.

**Capital Stock,** authorized and issued, \$5,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$6,000,000; coupon, but may be registered; dated July 1, 1899, due 1933; denom. \$1,000; int. payable Jan. and July at office of Guarantee Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

Citizens Street R. R. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$4,000,000; coupon, but may be registered; dated May 1, 1893, due 1933; denom. \$1,000; int. payable May and Nov., at office of Fourth St. National Bank of Philadelphia.

**Plant and Equipment.**—Miles of track (electric), 120; gauge, 4 ft. 8½ in.; 38 lb. to 95 lb. Johnson girder rail; 343 cars; Allis, Buckeye and Wheelock, engines; Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

**Officers.**—Pres. Geo. Brown, V. Pres. J. A. Lemeke, Sec. & Treas. Henry Jameson.

**Directors.**—Henry Jameson, Harold B. Hibben, Geo. Brown, James Murdock and Julius A. Lemeke, of Indianapolis.

**General Office,** Illinois & Washington Sts., Indianapolis, Ind.

**References.**—Operating detail, Vol. XVIII, Jan. 4, '02, p. 27. Lease Vol. XXI, Jan. 10 '03 p. 92.

Date of information, Mar., 1903. z

**Indianapolis & Eastern Railway Co.**—This company is the successor to the Indianapolis & Greenfield Rapid Transit Co., and the Indianapolis & Eastern Traction Co. Franchise granted, perpetual in Hancock County, for 50 years in Marion County, and 30 years in Greenfield. This company placed its road in operation on June 17, 1900, connecting with the Indianapolis St. Ry. at its outer terminus at Irvington, and running to Greenfield.

**Capital Stock,** authorized and issued, \$400,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$300,000; dated Oct. 1, 1899, due Jan. 1, 1929; denom.

\$1,000; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

**Note.**—Sinking fund of \$12,500 per annum begins Oct. 1, 1904 and bonds then subject to call at 105 and accrued interest.

**Plant and Equipment.**—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 70 lb. T rail; 10 motor cars; 2 Siemens-Halske generators, 800 K. W.; 1200 H. P. Russell engine, Sterling boilers, Lorain motors Jewett cars.

**Officers.**—Pres. F. M. Fanore, V. Pres. C. E. Coffin, Sec. & Gen. Man. J. W. Chipman, Treas. M. B. Wilson, Supt. D. H. Robinson.

**Directors.**—Elmer J. Binford, F. M. Fanore, C. E. Coffin, M. B. Wilson, J. W. Chipman, Indianapolis, Ind.; L. E. McDonald.

**General Office,** Greenfield, Ind.

**Power Station,** Philadelphia, Ind.

Date of information, Jan., 1903. d

**Broad Ripple Traction Co.**—This company is the successor by purchase at foreclosure sale on July 15, 1899, of the Indianapolis & Broad Ripple Transit Co., which was chartered Aug. 4, 1890, for 50 years. Municipal franchise granted July 20, 1894, for 50 years. Annual meeting first Thursday in Aug.

**Capital Stock,** authorized and issued, \$100,000.

**Funded Debt.**—First mortgage 5 p. c. registered gold bonds, authorized and issued, \$400,000; dated 1899, due 1929; denom. \$1,000 int., payable at office of Guarantee Trust & Safe Deposit Co., Phila., Pa., trustee of mortgage.

**Plant and Equipment.**—Miles of main line, 5, of second track, 1.5, of sidings, 1, total track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 10 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Fowler cars.

**Officers.**—Pres. John B. Warner, V. Pres. Clarence Winter, Sec. J. D. Thompson, Treas. E. B. Peck, Asst. Sec. & Pur. Agt. P. A. Hinds.

**Reference.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

**General Office,** 13 Clay Pool Building, Indianapolis, Ind.

Date of information, Mar., 1903. z

**Indianapolis & Martinsville Rapid Transit Co.**—This company was organized to construct an electric railway from Indianapolis to Martinsville, through nine intermediate towns.

**Capital Stock,** \$750,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$750,000; dated Jan. 1, 1902, due 1932; denom. \$1,000; int. payable Jan. and July, at office of Union and Security Trust Co.'s; trustee of mortgage, Security Trust Co. These bonds may be called for payment at six months' notice at 105 and accrued interest after ten years.

**Plant and Equipment.**—Miles of track (electric), 31.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 950 K. W. generators, 1,200 H. P. station plant, West. motors.

**Officers.**—Pres. Charles Finley Smith, V. Pres. J. A. Daily, Sec. & Treas. Emmet M. Smith.

**Directors.**—Charles Finley Smith, Emmet M. Smith, John W. Holliday, J. A. Daily, Harry C. New, Gavil L. Payne, H. M. Foltz all of Indianapolis.

**General Office,** 105 Monument Place, Indianapolis, Ind.

**Power Station,** Mooresville, Ind.

Date of information, Mar., 1903. z

**Indianapolis, Columbus & Southern Traction Co.**—Chartered in 1895 in perpetuity. Municipal franchise granted in 1902 for 50 years. This was formerly the Indianapolis Greenwood & Franklin R. R. Co., whose name was changed on Jan. 20, 1903. The company is building 21 miles of road from Franklin to Columbus, which it expects to have in operation in June, 1903. Annual meeting third Tuesday in Jan.

**Capital Stock,** authorized and issued, \$600,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$300,000, in escrow, \$700,000; dated Feb. 2, 1903, due 1923; denom. \$1,000; int. payable Feb. and Aug. at office of North American Trust Co., Philadelphia, Pa., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 19.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; 750 H. P. station plant; Buckeye engines; Lorain motors; Jewett and Laclede cars, Peckham trucks.

**Officers.**—Pres. Jos. I. Irwin, V. Pres. & Gen. Man. Wm. G. Irwin, Sec. & Treas. Hugh T. Miller, Supt. & Elecn. A. B. Hogue.

**Directors.**—Jos. I. Irwin, L. I. Sweeney, Wm. G. Irwin, Z. T. Sweeney, H. T. Miller.

**General Office,** Columbus, Ind.

**Reference.**—Extension of road, Vol. XVII, Jan. 5, '01, p. 70.

Date of information, Mar., 1903. z

**Consolidated Traction Co.**—This is a consolidation of the Crawfordsville Traction Co., the Lafayette & Indianapolis Rapid Railroad Co. and the Indianapolis & Lebanon Traction Co. This company will build 106 miles of electric railway 44 miles of which it expects to complete in 1903.

**Officers.**—Pres. & Gen. Man. Edward Hawkins, Indianapolis; V. Pres. A. F. Ramsey, Crawfordsville; Sec. Guy E. Hawkins, Indianapolis; Treas. A. M. Glossbrenner, Indianapolis; Ch. Engrs. Mansfield Engineering Co.

Date of information, Mar., 1903. z

**Indianapolis & Northwestern Traction Co.**—Chartered in Feb., 1902, for 99 years. Municipal franchises granted for 50 years. Annual meeting third Wednesday in Jan. This company has 90 miles of electric railway under construction, all of which is on private right-of-way. The company expects to commence operation in Sept. 1903.

**Capital Stock**, authorized, \$3,000,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$3,000,000, issued, \$2,000,000, in escrow, \$1,000,000; dated July 1, 1903, due 1933, denom. \$1,000; int. payable Jan. and July at office of Knickerbocker Trust Co., New York, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 90; gauge, 4 ft. 8½ in.; 70 lb rail; 4,000 H. P. station plant; Hamilton Corliss engines; Gen. Elec. dynamos and motors; Jewett cars; Peckham trucks.

**Officers.**—Pres. Geo. Townsend, V. Pres. P. L. Saltonstall, Sec. Winthrop Smith, Treas. Chauncey Eldridge.

**Directors.**—Geo. Townsend, Thomas Pettigrew, Indianapolis, Ind.; Wm. S. Reed, Chicago, Ill.; P. L. Saltonstall, Winthrop Smith Chauncey Eldridge, S. Reed Anthony, Boston, Mass.

**General Office**, Stevenson Bldg., Indianapolis, Ind.

**Power Station**, Lebanon, Ind.

Date of information, Jan., 1903. z

**Indianapolis & Plainfield Electric Railroad Co.**—This company has 14 miles of electric railway constructed and in operation.

**Officers.**—Pres. Albert Lieber, Sec. & Treas. Henry L. Smith, Supt. M. Bonner.

**General Office**, Indianapolis, Ind.

Date of information, Mar., 1903. z

**Indianapolis, Greenwood & Shelbyville Railway Co.**—This company has 19 miles of electric railway under construction.

**Officers.**—Pres. C. F. Coffin, Indianapolis; V. Pres. J. F. Polk, Sec. E. A. Robinson, Greenwood, Ind.; Treas. C. E. Coffin, Indianapolis.

**Power Station**, Shelbyville, Ind.

Date of information, Mar, 1903. z

### JEFFERSONVILLE.

Population in 1880, 9,357, in 1890, 10,666, in 1900, 10,774.

**Jeffersonville City Railway Co.**—Chartered Jan. 14, 1889, as a successor to the Ohio Falls Street Ry. Co. This property was sold at foreclosure sale in Aug., 1896. The company is planning to equip the road electrically.

**CAPITAL STOCK**, \$50,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds. \$25,000; dated Apr. 1, 1892; due 1919, but subject to call on Apr. 1, 1893, and thereafter; int. payable Apr. and Oct.; trustee of mortgage, Columbia Finance & Trust Co., of Louisville.

**NOTE.**—The company has been in default on the interest of its bonds for a number of years.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 35 lb. steel T rail; 26 horses, 11 horse cars.

**OFFICERS.**—Pres. & Treas. Jas. E. Howard, Sec. T. J. Howard.

**GENERAL OFFICE**, Howard Ship Yard, Jeffersonville, Ind.

Date of information, Mar., 1903. z

**Jeffersonville, New Albany & Sellersburg Rapid Transit Co.**—This road has been consolidated with the Southern Indiana Interurban Ry. Co., of New Albany, Ind.

Date of information, Jan., 1903. z

### KOKOMO.

Population in 1890, 8,260, in 1900, 10,609, in 1903, (local estimates), 14,000.

**Kokomo Street Railway Light & Power Co.**—This company owned the Kokomo City Street Railway Co., and having purchased at receiver's sale on Nov. 12, 1898, all property of the Citizens' Light & Power Co., has made extensions and additions to power plant and equipment. It also has a 10 year contract for lighting the city from 1898.

**CAPITAL STOCK**, authorized and issued, \$80,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$100,000; dated Mar. 1, 1899, due 1919; denom. \$1,000; int. payable at Union Trust Co., trustee of mortgage.

**OPERATION.**—Year ending Dec. 31,

|                               | 1901.    | 1902.    |
|-------------------------------|----------|----------|
| Receipts from passengers..... | \$21,263 | \$28,846 |
| " " other sources.....        | 16,743   | 19,944   |
| " total.....                  | 38,006   | 48,790   |
| Operating expenses.....       | 24,458   | 28,578   |

Earnings from income.....\$13,548 \$20,212

Deductions from earnings.

|                              |       |       |
|------------------------------|-------|-------|
| Interest on funded debt..... | 5,000 | 5,000 |
| Taxes.....                   | 1,157 | 1,603 |
| Other deductions.....        | 1,147 | 994   |

Total.....\$6,244 \$12,614

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.75; gauge, 4 ft. 8½ in.; 35 to 70 lb. T rail; 13 cars, of which 10 are motor cars and 5 trail cars; 1,050 H. P. station plant, Russell engines, 450 K. W. dynamos and motors, St. Louis cars; Peckham and Dover trucks.

**OFFICERS.**—Pres. Geo. J. Marott, Indianapolis, Ind.; V. Pres. L. J. Kirkpatrick, Sec. Treas. & Gen. Man. T. C. McReynolds, Elec. M. L. Harry, Con. Engrs. Gilbert Wilkes & Co., Detroit, Mich.; Ch. Engr. of Power Station, H. Martzolf.

**DIRECTORS.**—Geo. J. Marott, L. J. Kirkpatrick, T. C. McReynolds, J. E. Marott, Ed. Keller.

**GENERAL OFFICE**, Cor. Main and Sycamore Sts., Kokomo, Ind. President's office, East Washington St., Indianapolis, Ind.

Date of information, Mar., 1903. z

### LAFAYETTE.

Population in 1880, 14,860; in 1890, 16,243; in 1900, 18,116.

**Lafayette Street Railway Co.**

**CAPITAL STOCK.**—Common stock, authorized, \$410,000, issued, \$242,400; par value, \$50 per share.

**Preferred stock**, issued, \$40,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, issued, \$225,000; Real Estate Trust Co., of Philadelphia, trustee.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 32 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. Warren G. Griffith, (Drexel Bldg., Phila., Pa.), V. Pres. C. Murdock, Sec. & Treas. J. T. Henderson, Supt. Pur. Agt. Ch. Engr. & Elec. C. D. Emmons, Ch. Engr. of Power Station A. Allburn.

**DIRECTORS.**—W. G. Griffith, J. Levering Jones, J. L. Caldwell, T. J. Levering, C. M. Murdock, P. M. Elsasser, J. M. Kennedy, Jr.

**GENERAL OFFICE**, Lafayette, Ind.

Date of information, Mar., 1903. z

### LA PORTE.

Population in 1900, 10,000; Michigan City, 18,000.

**Chicago & South Shore Railway Co.**—This company has 15 miles of electric railway in operation, from La Porte to Michigan City.

**OFFICERS.**—Pres. W. E. Burns, Chicago, Ill.; V. Pres. L. Darrow, Sec. K. G. Ripley, Treas. C. P. Burns, Man. J. J. Burns.

Date of information, Mar, 1903. z

### LOGANSPOUT.

Population in 1880, 11,198, in 1890, 13,328, in 1900, 16,204.

**Indianapolis & Logansport Traction Co.**—This company was organized to acquire the properties of the Logansport Ry. Co. which were sold at receivers' sale in Feb., 1899, and to build an extension of the road to Indianapolis. In Mar., 1902, the road was purchased by the Wabash River Traction Co.

**CAPITAL STOCK**, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5.5; gauge, 4 ft.; 40 lb. T rail; 12 motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Geo. J. Marott (Indianapolis), V. Pres. M. A. Jordan, Sec. R. C. Light, Treas. H. F. Wood, Gen. Man. E. C. Folson, Logansport.

**GENERAL OFFICE**, 214 4th St.

Date of information, Mar., 1903. z

**Logansport, Rochester & Northern Traction Co.**—This company was organized to construct an electric railway from Logansport to Kendallville, Ind.

**CAPITAL STOCK**, authorized and issued, \$1,000,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds; authorized and issued, \$4,000,000; dated May 1, 1900, due 1950; denom. \$1,000; coupon, but may be registered; int. payable May and Nov., at office of Mercantile Trust Co., of New York, trustee of mortgage.

**CONTEMPLATED PLANT AND EQUIPMENT.**—Miles of track (electric). 100; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars.

**OFFICERS.**—Pres. J. T. McNary, 1st V. Pres. H. I. Park, 2d V. Pres. J. B. Schultz, Sec. C. W. McGuire, Treas. B. F. Keesling, Ch. Engr. Walter A. Osmer.

**DIRECTORS.**—J. T. McNary, Geo. W. Holman, J. E. Beyer, Geo. F. McCulloch, C. W. McGuire, J. D. Wideman, H. S. Park.

**GENERAL OFFICE,** 412 Broadway, Logansport, Ind.

**Date of information,** Jan., 1903. z

### MADISON.

Population in 1880, 8,945, in 1890, 8,936, in 1900, 7,831.

**Madison Light & Railway Co.**—This company is the successor, by purchase, to the Madison Street Ry. Co.

**CAPITAL STOCK,** authorized, and issued, \$75,000.

**FUNDED DEBT,** issued, \$125,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars, St. Louis cars.

**OFFICERS.**—Pres. A. L. Dewar, V. Pres. J. S. Ward, Sec. & Gen. Man. C. R. Johnson, Jr., Ch. Engr. of Power Station F. H. Forry.

**GENERAL OFFICE,** Madison, Ind.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

**Date of information,** Mar., 1903. z

### MARION.

Population in 1880, 1,125, in 1890, 8,769, in 1900, 17,337.

**Marion Transit Railway Co.**—This road is operated by the Union Traction Co. of Indiana.

**CAPITAL STOCK,** authorized, \$150,000, paid in \$60,000; par value, \$100 per share.

**PLANT AND EQUIPMENT.**—Miles of track (electric) in operation, 5.25; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars and 4 trail cars; power furnished by the Union Traction Co. of Indiana.

**OFFICERS.**—Pres. E. H. Ferree, V. Pres. & Gen. Man. C. W. McGuire, Sec. J. M. Van Osdel, Treas. W. C. Sampson, Asst. Gen. Man. A. L. Drum, Supt. of Trans. Chas. A. Baldwin.

**GENERAL OFFICE,** 4 Marion Block, Marion, Ind.

**Date of information,** Mar., 1903. z

### MICHIGAN CITY.

Population in 1880, 7,366, in 1890, 10,776, in 1900, 14,850.

**Lake Cities Electric Railway Co.**—Chartered Nov. 19, 1892, in perpetuity. This company is a successor to the Citizens' Street Ry. Co. In Feb., 1898, I. I. Spiro was appointed receiver, and on Aug. 9, 1902, he was succeeded by A. A. Boyd.

**Franchises.**—Municipal franchises granted in 1894, expire in 1944.

**Capital Stock.**—Common stock, authorized and issued, \$200,000, par value, \$100 per share.

6 p. c. non-cumulative preferred stock, authorized, \$100,000; issued, \$50,000, in treasury, \$50,000.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized, \$300,000, issued \$75,000, in escrow (see Note), \$225,000; coupon, but may be registered; dated Feb. 1, 1893, due 1923; denom. \$500; int. payable in gold, at office of Metropolitan Trust Co., of New York City, trustee of mortgage.

**Note.**—The mortgage deed provides for an ultimate total issue of bonds of \$300,000, of which \$225,000 are placed in escrow with the Metropolitan Trust Company, of New York, trustee of mortgage. These escrow bonds are, in reality, treasury bonds, and are to be issued only for the actual cost of the necessary extensions of track overhead construction, paving, equipment, betterments, additions to plant, erection of power house and car house, purchases of real estate, purchase and erection of boilers, engines, generators, poles, wire and other necessary machinery to extend the road and lighting plant and keep them in first-class condition, and thereby meet the demands of the public from year to year for extensions and improvements. The supplemental mortgage provides restrictions and safeguards in great detail as to bringing out the treasury bonds, and the use of the funds resulting therefrom.

The bonds are semi-municipal in character, as by the terms of the supplemental mortgage the sum of \$375 per month is set aside by the city from the gross sums earned on city contracts (paid direct to the trustee by the city), to meet the interest on the \$75,000 of bonds already issued. As the lighting contract of the city has more than four years to run, the interest is practically guaranteed by the city, exclusive of earnings from the street railway plant, or from commercial lighting. No additional bonds can be brought out unless the net earnings for the previous year equal the interest on the outstanding bonds and 10 p. c. on the bonds to be certified.

**Lighting Plant.**—This company owns an unlimited time franchise for commercial lighting, and has a well equipped plant for public and commercial lighting. The equipment consists of 2-225 H. P. Corliss engines, 600 H. P. boilers, 5-50 arc light dynamos, 1-120 K. W. Stanley alternator, pole line and other necessary appliances.

**Plant and Equipment.**—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. and 72 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; 500 H. P. engines, 175 K. W. dynamos, West. dynamos and motors, Laclede cars.

**Officers**—Receiver A. A. Boyd, Sec. S. G. Boyd, Jr., Elec. W. E. Wright, Ch. Engr. Power Station A. E. Raymer.

**General Office,** First National Bank Bldg., Michigan City, Ind.

**Date of information,** Mar., 1903. z

### MUNCIE.

Population in 1900, 20,942.

**Muncie & Portland Traction Co.**—This company has 30 miles of electric railway under construction.

**OFFICERS.**—Pres. G. O. Driscoll, V. Pres. J. H. Leffler, Sec. T. O. Boyd, Treas. Nathan B. Hawkins.

**GENERAL OFFICE,** 324 North St., Muncie, Ind.

**Date of information,** Jan., 1903. d

### Muncie, Hartford & Fort Wayne Railway Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 8 cars.

**OFFICERS.**—Pres. S. M. Hexter, 123 St. Clair St., Cleveland, O.; V. Pres. A. L. Johnson, Muncie, Ind.; Sec. F. M. Osborne, Treas. J. C. Cilchrist, Pur. Agt. Lewis Hexter, 123 St. Clair St., Cleveland, O.; Gen. Man. L. L. Shlesinger, Eaton, Ind.; Elecs. & Mech. Engrs. E. P. Roberts & Co., Electric Bldg., Cleveland, O.

**Date of information,** Jan., 1903. d

### NEW ALBANY.

Population in 1880, 16,423, in 1890, 21,059, in 1900, 20,628.

**New Albany Street Railroad Co.**—This is a successor to the New Albany Ry. Co., which was sold by the receiver in May, 1901, to B. B. Veech, who sold it in Nov., 1901, to the street railway, which company changed hands in Aug., 1902, passing into the present ownership.

**CAPITAL STOCK,** common, \$200,000, preferred, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$250,000, issued, \$200,000; dated Aug. 1, 1902, due, 1927; int. payable Feb. and Aug. at office of National Trust Co., of Louisville, Ky., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 52 lb. T rail; 20 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Samuel Insull, Chicago, Ill.; V. Pres. Louis Hartman, New Albany, Ind.; Sec. & Treas. R. W. Waite, New Albany, Ind.; Supt. C. Wustenfild, New Albany, Ind.

**GENERAL OFFICE,** Y. M. C. A. Bldg., New Albany, Ind.

**Date of information,** Mar., 1903. z

**Highland Railroad Co.**—Chartered Nov. 9, 1895, as a reorganization of the New Albany Highland R. R. Co., whose property was sold in July, 1895, under foreclosure of mortgage.

**CAPITAL STOCK,** \$25,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold income bonds, authorized, \$75,000, issued, \$56,000, in treasury, \$19,000; dated Jan. 1, 1896, due 1921; int. payable Jan. and July.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. Henry Terstegge, V. Pres. John Shrader, Jr., Sec. & Treas. F. H. Gohmann, Supt. M. Schaffer.

**DIRECTORS.**—Henry Terstegge, John Shrader, Jacob Zinsmeister, Chas. Schwartzel, John A. Everback.

**GENERAL OFFICE,** New Albany, Ind.

**Date of information,** July, 1902. d

**Southern Indiana Interurban Railway Co.**—The Jeffersonville, New Albany & Sellersburg Rapid Transit Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 8 cars. Power rented.

**OFFICERS.**—Pres. Samuel Insull, 139 Adams St., Chicago, Ill.; V. Pres. W. A. Fox, Chicago, Ill.; Sec. & Treas. R. W. Waite, New Albany; Supt. C. Wustenfild.

**GENERAL OFFICE,** New Albany, Ind.

**Date of information,** Mar., 1903. z

Please note date of Information at end of each report.

**PRINCETON**

Population in 1900, 6,041.

**Evansville & Princeton Traction Co.**—This company is constructing an electric railway for the carriage of passengers and freight. The company will also furnish power for lighting.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 8 cars.

**OFFICERS.**—Pres. Perry J. Freeman, Evansville, Ind.; Sec. E. J. Baldwin, Princeton; Treas. S. I. Heston, Princeton; Audr. C. J. Morris, Evansville; Man. W. I. Sountag, Evansville; Ch. Engr. Jas. D. Saunders, Evansville.

**GENERAL OFFICES,** 119 W. Broadway, Princeton, Ind.; and 508 Main St., Evansville, Ind.

Date of information, Jan., 1903.

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**RICHMOND.**

Population in 1880, 12,742, in 1890, 16,608, in 1900 (local estimates), 24,000.

**Richmond Traction Co.**—This company was organized as a successor to the Richmond City Electric Street Ry. Co., whose property was sold in Sept., 1895, under foreclosure of mortgage, to S. W. Fordyce, representing the bondholders.

**CAPITAL STOCK,** authorized and issued, \$200,000; paid in \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 4½ p. c. bonds, authorized and issued, \$200,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 24 cars, of which 14 are motor cars and 10 trail cars; Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Trustee for the bondholders, S. W. Fordyce, Ch. Engr. of Power Station Frank Roth.

**GENERAL OFFICE,** 15 S. 7th St., Richmond, Ind.

Date of information, Feb., 1902.

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**Richmond Street & Interurban Railway Co.**—This company commenced operation of entire road, Dec. 1, 1902.

**CAPITAL STOCK,** authorized, \$600,000, issued, \$500,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$600,000, issued, \$500,000; in treasury \$100,000; dated Jan. 1, 1901, due 1934; denom. \$500; int. payable Jan. and July at Chase National Bank, New York; Lafayette Loan & Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 33; gauge, 4 ft. 8 in.; 60 lb. and 70 lb. rail; 30 motor cars; 6 trail cars; Buckeye 1,000 H. P. engine, Edgemoor 700 H. P. boiler, Stirling 800 H. P. boiler, 4,800 kw. generators, Gen. Elec. dynamos and motors, St. Louis cars and trucks.

**OFFICERS.**—Pres. H. B. Smith, V. Pres. J. W. Van Dyke, Sec. John M. Lontz, Treas. C. Murdock, Pur. Agt. John M. Lontz, Supt. E. B. Gunn, Ch. Engr. John Hartman, Elecn. Chas. Atkinson.

**POWER PLANT,** West Main St. & River, Richmond, Ind.

**REFERENCE.**—Description of road (brief), Vol. XX, July 19, '02, p. 103.

Date of information, Mar., 1903.

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**Richmond & Northwestern Electric Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric), 50; gauge, 4 ft. 8½ in..

**OFFICERS.**—Pres. Gus M. Hodges, V. Pres. Thos. Milleken, Sec. W. Jessup, Treas. Thos. M. Randle, Gen. Man. & Supt. Frank H. Hodges.

**GENERAL OFFICE,** Richmond, Ind.

**POWER STATION,** New Castle, Ind.

Date of information, Mar., 1903.

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**SHELBYVILLE.**

Population in 1900, 7,169.

**Indianapolis, Shelbyville & Southeastern Traction Co.**—This road commenced operation in 1902.

**CAPITAL STOCK,** authorized and issued, \$600,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; denom. \$1,000; int. payable Jan. and July. These bonds may be called for payment on three months' notice at 110 and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 29; gauge, 4 ft. 8½ in., 60 lb. rail; 7 cars; 700 H. P. station plant; Atlas engines, Bullock dynamos, Lorain motors, American C. & F. cars, Peckham trucks.

**OFFICERS.**—Pres. E. K. Adams, V. Pres. Albert De Prez, Sec. T. E. Goodrich, Treas. John R. Messick, Supt. & M. M. James Wilkin, Ch. Engr. & Elecn. Thos. Buchanan, Gen. Man. W. H. Gray.

**DIRECTORS.**—E. K. Adams, Albert DePrez, T. E. Goodrich, John Messick, Shelbyville, Ind.; W. N. Harding, Chas. N. Cooper, Indianapolis, Ind.; Sherman P. Minear, Greensburg, Ind.

**POWER STATION,** at Shelbyville, Ind.

Date of information, Mar., 1903.

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**SOUTH BEND.**

Population in 1880, 13,280, in 1890, 21,819, in 1900, 35,999.

**Indiana Railway Co.**—This company was organized Mar. 15, 1899, by the consolidation of the South Bend Street Ry. Co., the Indiana Electric Ry. Co., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. Co. and the Elkhart, Goshen & Southern Ry. Co. Franchise perpetual in South Bend, Mishawaka and Goshen, and expires 1926 in Elkhart. This company operates all local electric lines in, and an interurban line between the above named cities.

**CAPITAL STOCK,** \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, outstanding, \$900,000; coupon, but may be registered, dated Jan. 1, 1900, due 1930; denom. \$1,000; sinking fund, \$10,000 per annum, begins Jan., 1905; int. payable at office of Girard Trust Co., of Philadelphia, Pa., or at office of Standard Trust Co., of New York.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 70 lb. T rail; 65 motor cars, 3 power stations, Buckeye and Corliss engines, Gen. Elec. generators, West. motors.

**OFFICERS.**—Pres. Arthur Kennedy, V. Pres. & Gen. Man. J. McM. Smith, Sec. & Treas. James B. McCance.

**DIRECTORS.**—Arthur Kennedy, Pittsburgh, Pa.; J. McM. Smith, Walter Lyon, James B. McCance, W. L. Stonex.

**GENERAL OFFICE,** South Bend, Ind.

Date of information, Mar., 1903.

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**South Bend & Southern Michigan Railway Co.**—This company has 40 miles of electric railway under construction, from South Bend, Ind., to Niles, Berrien Springs and St. Joseph, Mich.

**OFFICERS.**—Pres. M. P. Reed, Sec. J. B. McCance, Treas. F. W. Bueltinglowen.

Date of information, Mar., 1903.

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**TERRE HAUTE.**

Population in 1880, 26,042, in 1890, 30,217, in 1900, 36,673.

**Terre Haute Electric Co.**—This company is the successor to the Terre Haute Electric Co., which was chartered June 4, 1894, in perpetuity. Annual meeting fourth Thursday in June. The company now owns and operates the entire street railway system and the entire electric lighting system of the city of Terre Haute. This company owns the properties of the Brazil Rapid Transit Co., of Brazil, Ind., and its line forms a part of the Brazil extension of this road known as the Terre Haute Interurban Electric Ry. Co., which is to be extended to Indianapolis on the old national highway.

The company owns and operates the Citizens' Electric Light & Power Co., which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute, and has a five-year contract with the city for lighting the streets and alleys, from Feb., 1900, and also owns and operates the Terre Haute Steam Heating & Power Company, which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute. This company in 1896 put in mains to heat a large section of the city.

**Capital Stock.**—Common stock, authorized and issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,400,000; dated July 1, 1899, due 1929; denom. \$1,000; coupon, but may be registered; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

| Operation.—Year ending June 30. | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Total receipts.....             | \$293,930 | \$307,824 |
| Operating expenses.....         | 230,563   | 264,610   |
| Earnings from operation.....    | 63,367    | 43,214    |
| Fixed charges.....              | 51,215    | 68,758    |
| Net income.....                 | 12,152    | *25,544   |
| *Deficit                        |           |           |

**Plant and Equipment.**—**RAILWAY PLANT.** Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 40 lb. and 72 lb. rail; 70 cars; 50 motors, 1 electric sweeper; 450 H. P. station plant; West. engines, tubular boilers, West. and Walker dynamos and motors, Brill, Pullman and own cars.

**ELECTRIC LIGHTING PLANT.**—3 250 H. P. compound Fitchburg engines, 1 1,000 H. P. cross-compound Lane & Bodley engine, 3 300 K. W. Westinghouse alternators, direct connected, 1 600 K. W. Westinghouse alternator, direct connected, 2,750 H. P. Climax and Cahall boilers, 4 64 K. W., 1 60 K. W. tub transformers.

Please note date of information at end of each report.

**STEAM HEATING PLANT.** 1 mile of heavy mains supply the heart of the business and residence district of the city of Terre Haute.

**Officers.**—Pres. W. R. McKeen, V. Pres. J. G. McNutt, Sec. Jno. T. Beasley, Asst. Sec. Henry R. Hayes, Treas. Henry B. Sawyer, Boston, Mass.; Asst. Treas. P. P. Thomas, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.; Man. Gardner F. Wells, Pur. Agt. E. G. Alden, Ch. Engr. D. Valentine, Ch. Elec. C. T. Murdock, Mast. Mech. & Supt. of Ry. B. F. O'Mara.

**Directors.**—William R. McKeen, John G. McNutt, Demas Deming, John E. Lamb, John T. Beasley.

**General Office,** 663 Wabash Ave., Terre Haute. Boston office, 93 Federal St.

**Power Station.**—Terre Haute and Brazil.

**References.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188; merit system, Vol. XVII, Mar. 30, '01, p. 378.

Date of information, Mar., 1903.

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## VINCENNES.

Population in 1880, 7,680, in 1890, 9,853, in 1900, 10,249.

**Vincennes Citizens' Street Railway Co.**

**CAPITAL STOCK,** \$200,000; par value \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$200,000, issued, \$100,000; dated Jan. 1, 1903, due 1923; denom. \$500; Knickerbocker Trust Co., New York, trustee of mortgage.

**NOTE.**—Of the above bonds, \$50,000 are held to retire a like amount of first mortgage 6 p. c. bonds due Oct. 1, 1911. These bonds are not subject to call.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. 55 lb. 60 T girder rail; 16 cars, of which 9 are motor cars 5 trail cars and 2 horse cars; West. engines, West. dynamos and motors, Brownell, Calumet and Ellis cars.

**OFFICERS.**—Pres. B. G. Hudnut, Sec. & Treas. C. A. Gordon, Supt. Wm. Green, Jr.

**GENERAL OFFICE,** 29 Fair Ground Ave.

Date of information, Mar., 1903.

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## WABASH.

Population in 1890, 5,105, in 1900, 8,618.

**Wabash River Traction Co.**—This company was organized in 900 to construct an electric railway from Wabash to Peru, Ind. The road commenced operation in Aug. 1, 1901. In Mar., 1902, this company purchased the system of the Logansport Street Railway Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.5; 13 cars.

**OFFICERS.**—Pres. D. A. Blakeslee, V. Pres. F. C. Boyd, Sec. J. S. Bradley, Treas. S. C. Morehouse, New Haven, Conn.; Man. L. T. Law, Ch. Engr. C. E. Aldrich, Mast. Mech. D. F. Copley.

**GENERAL OFFICE,** Wabash, Ind.

**POWER HOUSE,** Rich Valley, Ind.

Date of information, Mar., 1903.

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## WASHINGTON.

Population in 1890, 6,064, in 1900, 8,551.

**Washington Street Railway Co.**—Chartered July, 1894; municipal franchises granted in May, 1894, expire in May, 1934. The company was reorganized in Mar., 1896, and commenced operating by electricity in July, 1896. In Dec., 1898, this road was purchased by Z. F. Graham as Sheriff's sale.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Lane & Bodley engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Owner & Gen. Man. Z. F. Graham, Supt. C. G. Colbert.

**GENERAL OFFICE,** Washington, Ind.

Date of information, Mar., 1903.

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# INDIAN TERRITORY.

## SOUTH McALESTER.

Population in 1900, 3,479.

**Indian Territory Traction Co.**—This company is building an electric railway and will furnish power for lighting.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 9 cars.

**OFFICERS.**—Pres. L. P. Boyle, Tacoma Bldg., Chicago, Ill.; V. Pres. L. W. Bryan, Sec. M. M. Lynly, Treas. A. U. Thomas, Gen. Man. Samuel Grant, Elec. Engr. T. V. Hall, Civil Engr. Milton J. Smith.

**GENERAL OFFICE,** Cochrane Bldg., South McAlester.

Date of information, Jan., 1903.

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# IOWA.

## BOONE.

Population in 1880, 3,330, in 1890, 6,518, in 1900 (local estimates), 11,500.

**Boone Electric Street Railway & Light Co.**—Chartered June 1, 1883, for 20 years. Municipal franchise granted June 1, 1883, for 50 years.

**CAPITAL STOCK,** authorized, \$200,000, issued, \$100,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized, \$125,000, issued, \$75,000; dated July 1, 1893, due 1913; denom. \$500 and \$1,000; int. payable Jan. and July, at City Bank of Boone; C. J. Ericson, trustee of mortgage.

**OPERATION.**—Year ending Dec. 31,

|                              | 1897.    | 1898.    | 1899.    | 1900.    | 1901.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$ 5,512 | \$ 7,778 | \$11,341 | \$13,864 | \$15,239 |
| " " other sources..          | 12,144   | 13,055   | 15,560   | 15,789   | 18,113   |
| " total.....                 | 17,656   | 20,833   | 26,901   | 29,842   | 33,352   |
| Operating expenses and taxes | 10,085   | 11,200   | 12,400   | 16,081   | 20,000   |
| Earnings from operation..... | 7,571    | 9,633    | 14,501   | 13,761   | 13,352   |
| Interest on bonds.....       | 3,720    | 4,260    | 4,290    | 4,500    | 4,500    |
| Net income.....              | 3,851    | 5,373    | 10,211   | 9,261    | 8,852    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars and 2 trail cars; 500 H. P. station plant; West. generators and motors, Laclede cars, Peckham trucks.

**ELECTRIC LIGHTING PLANT.**—1 West. dynamo, 1200 lights, 2 Edison dynamos, 1800 lights each, 1 Edison dynamo, 400 lights, 1 series P arc dynamo, 100 lights; 1 West. 100 K. W. dynamo; 3 boilers of 125 H. P. each; 3 boilers of 150 H. P. each; 3 West. engines, 500 H. P.

**OFFICERS.**—Pres. & Gen. Man. L. W. Reynolds, V. Pres. D. F. Goodykoontz, Sec. & Man. John Reynolds, Treas. City Bank of Boone, Supt. & Elec. F. H. Richardson, Ch. Engr. John May.

**GENERAL OFFICE,** Boone, Ia.

Date of information, Jan., 1902.

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**Boone Suburban Railway.**—This road runs from Court House in Boone to the mining district on Des Moines River and is owned personally by L. W. Reynolds. No stock or bonds have been issued and the road is clear of all encumbrances.

**OPERATION.**—Year ending Dec. 31, 1901.

|                              |         |
|------------------------------|---------|
| Total receipts.....          | \$9,000 |
| Operating expenses.....      | 4,000   |
| Earnings from operation..... | 5,000   |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars, 2 trail cars; West generator.

**GENERAL OFFICE,** Boone, Ia.

Date of information Jan., 1902.

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## BURLINGTON.

Population in 1880, 19,450, in 1890, 22,565, in 1900, 24,194.

**People's Gas & Electric Co.**—This company is the successor to the Burlington Railway & Light Co., which was a consolidation, in 1897, of the Burlington Electric Ry. Co., the Burlington Gas & Fuel Co. and the Burlington Electric Light Co.

**CAPITAL STOCK,** authorized, \$1,250,000, outstanding, \$1,100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$750,000; coupon, but may be registered; dated Oct. 1, 1897 due 1917; denom. \$500; int. payable Apr. and Oct., at American Loan & Trust Co., of Boston, trustee of mortgage.

**NOTE.**—This mortgage covers the railway, electric light and gas plants. Bonds may be redeemed after 5 years at 105.

**OPERATION.**—Railway Dept. Year ending Dec. 31,

|                                           | 1901.     | 1902.     |
|-------------------------------------------|-----------|-----------|
| Total receipts.....                       | \$169,940 | \$178,744 |
| Operating expenses (including taxes)..... | 98,730    | 102,092   |
| Earnings from operation.....              | 71,210    | 76,652    |
| Deductions from earnings                  |           |           |
| Interest.....                             | 31,750    | 37,500    |
| Net income.....                           | \$ 39,460 | \$ 39,152 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 32 motor cars; Corliss engines, dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. B. E. Sunny, Chicago, Ill.; V. Pres. & Treas. T. B. Bailey, Chicago, Ill.; Sec. G. B. Townsend, Ch. Engr. S. B. Chapman.



GENERAL OFFICE, Burlington, Ia.

REFERENCES.—Notes from the field, Vol. XVI, June 2, '00, p. 536.  
Date of information, Jan., 1903. d

### CEDAR RAPIDS.

Population in 1880, 10,140, in 1890, 18,020, in 1900, 25,656.

**Cedar Rapids & Marion City Railway Co.**

CAPITAL STOCK, authorized, \$400,000, issued, \$316,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, \$250,000, issued, \$165,000; dated July 1, 1891, due 1931; int. payable Jan. and July at office of American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 58 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. P. E. Hall, V. Pres. Sec. & Treas. John S. Ely, Gen. Supt. & Pur. Agt. F. L. Diserens, Ch. Engr. of Power Station, F. W. Laas.

DIRECTORS.—P. E. Hall, John S. Ely, George B. Douglass, W. D. Douglas, H. V. Ferguson, J. E. Ainsworth.

GENERAL OFFICE, Cedar Rapids, Ia.

Date of information, Jan., 1903. z

### CENTERVILLE.

Population in 1880, 2,475, in 1890, 3,668, in 1900, 6,000.

**Citizen's Electric Light & Gas Co.**—This company is building an electric railway 2 miles in length.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 3 cars.

OFFICERS.—Pres. Frank S. Payne, V. Pres. T. P. Shorty, Sec. & Treas. C. P. Campbell, Royal Insurance Building, Chicago, Ill.; Supt. R. Slattery.

Date of information, July, 1902. d

### CLINTON.

Population in 1880, 9,052, in 1890, 13,619, in 1900, 23,000.

**Iowa & Illinois Railway Co.**—This company is constructing an electric railway 36.4 miles in length.

PLANT AND EQUIPMENT.—Miles of track (electric), 36.4; gauge, 4 ft. 8½ in.; 6 cars.

OFFICER.—Gen. Man. Thos. J. Wilcox, Clinton, Ia.

Date of information, Jan., 1903. d

**State Electric Co.**—This company is the successor to the Clinton & Lyons Horse Ry. Co.

CAPITAL STOCK, \$500,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. girder and T rail; 18 cars, of which 12 are motor cars and 6 trail cars; 350 H. P. generators, 350 H. P. engines, Allis engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Pullman and St. Louis cars, Brill and McGuire trucks.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone, Gen. Man. J. P. Calnan, Supt. R. M. Howard.

GENERAL OFFICE, Clinton, Ia.

Date of information, Mar., 1903. z

### COUNCIL BLUFFS.

Population in 1880, 18,063, in 1890, 21,474, in 1900, 25,802.

**Omaha & Council Bluffs Street Railway Co.**—This company is the successor to the Omaha Street Railway Co., and leases the Omaha & Council Bluffs Ry. & Bridge Co. until expiration of franchises, at a rental of \$15,000 in 1902-3; \$30,000 in 1903-4; \$45,000 in 1904-5-6-7; and thereafter, \$60,000 per annum, in addition to all fixed charges.

CAPITAL STOCK, common, authorized, \$10,000,000; par value, \$100 per share. Preferred, 5 p. c., cumulative from Jan. 1, 1904, authorized, \$5,000,000; par value, \$100 per share.

\$5,000,000 of the common stock and \$1,000,000 of the preferred stock are reserved for extensions and improvements.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, \$10,000,000, issued, \$4,850,000; coupon, but may be registered; dated Jan. 1, 1902, due 1928; denom. \$1,000; int. payable Jan. and July, at office of Morton Trust Co., trustee of mortgage.

Omaha Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$2,500,000; dated May 1, 1889, due 1914; int. payable May and Nov., at office of Farmers' Loan & Trust Co., New York.

NOTE.—The first consolidated mortgage bonds are further secured by a deposit of \$900,000 of the first consolidated 5 p. c. bonds of the Omaha & Council Bluffs Ry. & Bridge Co. \$2,500,000 of the first consolidated mortgage bonds are reserved to retire the first consolidated mortgage of the Omaha Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 90.5; leased, 32.

OFFICERS.—Pres. Frank Murphy, V. Pres. Guy C. Barton, 2d V. Pres. M. S. Hopkins, Sec. R. A. Leussler, Treas. & Gen. Man. W. A. Smith, Supt. & Pur. Agt. F. A. Tucker.

GENERAL OFFICE, Council Bluffs, Ia.

Date of information, Feb., 1903. x

**Omaha, Council Bluffs & Suburban Railway Co.**—Chartered in Oct., 1899, for 50 years. Annual meeting in Jan. This company has purchased the properties of the East Omaha Street Ry. Co. and the Lake Manawa Ry. Co. Commenced operation June 1, 1900. In July, 1900, the stock and bonds of this company were purchased by the stockholders of the Omaha & Council Bluffs Ry. & Bridge Co. The road is now leased to the Omaha & Council Bluffs Street Ry. Co.

OFFICERS.—Pres. N. W. Wells, V. Pres. G. F. Wright, Sec. Charles T. Stuart, Treas. J. H. Millard, Gen. Supt. W. B. Tarkington.

GENERAL OFFICE, Council Bluffs, Ia.

Date of information, Jan., 1903. z

**Omaha & Council Bluffs Railway & Bridge Co.**—Chartered Apr. 1, 1887. This company owns the controlling interest in the capital stock and bonds of the Omaha, Council Bluffs & Suburban Ry. Co.

Capital Stock, authorized and issued, common, \$1,500,000; preferred, 4 p. c. cumulative, from Jan. 1, 1907; authorized and issued, \$1,500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, \$500,000, issued, \$400,000, in escrow (see Note), \$100,000; coupon, but may be registered; dated Jan. 1, 1888, due 1908, but subject to call at 110 and int. in 1899; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Council Bluffs Street Ry. Co.'s first mortgage 5 p. c. gold bonds authorized and issued, \$250,000; coupon, but may be registered dated July 1, 1889, due 1909, but subject to call at 106 and int. in 1899; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

NOTE.—\$100,000 of the first mortgage bonds are held in trust to provide for possible emergencies. Further first mortgage bonds may be issued at a rate not exceeding \$25,000 per mile for extensions or for new acquisitions of mileage.

By the terms of the first mortgage, the sum of \$20,000 per annum must be passed to the sinking fund up to Jan. 1, 1899, and \$30,000 per annum thereafter.

Plant and Equipment.—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder and T rail; 43 cars, of which 38 are motor cars and 5 trail cars; Allis and West. engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Pullman cars.

OFFICERS.—Pres. N. W. Wells, V. Pres. George F. Wright, Sec. C. T. Stewart, Treas. J. H. Millard, Gen. Supt. W. B. Tarkington.

General Office, Council Bluffs, Ia.

References.—Notes, Vol. XVI, June 2, '00, p. 537; operating detail, Vol. XVII, Mar. 2, '01, p. 282; description of park (brief), Vol. XVII, Apr. 6, '01, p. 435; description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Jan., 1903. z

### CRESTON.

Population in 1900, 9,752.

**Creston Electric Railway, Light, Heat & Power Co.**—This company has 40 miles of electric railway under construction which it expects to have completed by Jan. 1904.

OFFICERS.—Pres. E. G. Barker, Macksburg, Ia.; V. Pres. E. D. Arnold, Treas. W. C. Elliott, Sec. Wm. J. Dobbs, Gen. Atty. W. C. Elliott, Asst. Gen. Atty., Willis M. Brooks.

Date of information, Mar., 1903. z

### DAVENPORT.

Population in 1880, 21,831, in 1890, 26,872, in 1900, 35,254.

**Tri-City Railway Co.**—Chartered Sept., 1895, as a reorganization of the Davenport & Rock Island Ry. Co. In Apr., 1899, this company purchased the properties of the Moline Central Street Ry. Co., of Moline, Ill., and operates in Rock Island and Moline, Ill.

CAPITAL STOCK, authorized \$1,500,000, issued, \$1,200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$800,000; dated Sept. 1, 1902, due 1922; denom. \$1,000; int. payable Mar. and Sept., at office of German Trust Co. Davenport, Ia., trustee of mortgage.



Davenport & Rock Island Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, \$1,000,000, issued, \$630,000; coupon, but may be registered; dated July 1, 1891, due 1901 to 1911; denom. \$500 and \$1,000; int. payable Jan. and July, at Chase National Bank, of New York, and Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

NOTE.—\$630,000 of the first mortgage bonds are held to take up the outstanding bonds of the Davenport & Rock Island Ry. Co. as they come due, \$33,000 to be paid annually. Up to Mar., 1903, \$66,000 had been paid.

| OPERATION.—Year ending Sept. 30, | 1897.     | 1899.     | 1900.     | 1901.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Total receipts.....              | \$209,499 | \$307,152 | \$360,280 | \$403,884 |
| Operating expenses.....          | 138,487   | 206,560   | 203,077   | 246,167   |
| Earnings from operation.....     | 71,012    | 100,592   | 157,203   | 157,717   |
| Deductions from earnings.        |           |           |           |           |
| Interest and taxes.....          | 44,183    | 43,649    | 45,018    | 43,810    |
| Net income.....                  | 26,829    | 56,943    | 112,185   | 113,907   |
| Dividends.....                   |           | 28,320    | 30,240    | 72,000    |
| Surplus.....                     |           | 28,623    | 81,945    | 41,907    |

PLANT AND EQUIPMENT.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 175 motor cars, Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. E. E. Cook, V. Pres. F. C. Denkmann, Sec. Treas. Gen. Man. & Pur. Agt. J. F. Lardner, Gen. Supt. J. G. Huntoon, Ch. Engr. of Power Station, T. Gowing, Ch. Engr. & Elec. J. D. Fish.

DIRECTORS.—E. E. Cook, F. C. Denkmann, H. A. Ainsworth, W. H. Edwards, Jas. F. Lardner.

GENERAL OFFICE, 2nd and Rock Island Sts., Davenport, Ia.

REFERENCE.—Notes, Vol. XVI, June 2, '00, p. 535 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1903.

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Davenport & Western Electric Railway Co.—This company is building an electric railway between Davenport and Cedar Rapids, 25 miles in length, to carry passengers and freight.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. Robert Kercheval, V. Pres. W. P. Hurd, Sec. W. E. Snider, Treas. Monroe Ebi.

GENERAL OFFICE, Davenport, Ia.

Date of information, Jan., 1903.

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## DES MOINES.

Population in 1880, 22,408, in 1890, 50,093, in 1900, 62,139.

Des Moines City Railway Co.—Chartered 1866, in perpetuity. Annual meeting third Tuesday in Jan. This is a consolidation (1893) of the Des Moines Street R. R. Co. and the Des Moines Suburban Ry. Co., and the company now controls all lines in the city.

CAPITAL STOCK.—Common stock, authorized, \$2,750,000, issued, \$1,055,000.

6 p. c. non-cumulative preferred stock, issued, \$250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued, \$966,000; dated Apr. 1, 1901, due 1921; denom. \$1,000; int. payable Apr. and Oct. at office of N. W. Harris & Co., of New York, and of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Des Moines Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$600,000, outstanding, Oct., 1901, \$476,000; dated Oct. 1, 1889, due 1919, but payable after Oct. 1, 1899, at the rate of \$25,000 per annum; denom. \$1,000; int. payable Apr. and Oct., at Chicago and New York; trustee of mortgage, American Trust & Savings Bank, of Chicago.

Des Moines Suburban Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$300,000, outstanding, \$273,000; dated Nov. 1, 1890, due Jan. 1, 1921, but payable after Jan. 1, 1906, at the rate of \$20,000 per annum; denom. \$1,000; int. 6 p. c., payable Jan. and July, at Chemical National Bank, of New York, or at office of the Iowa Loan & Trust Co., of Des Moines, trustee of mortgage.

Operation.—Year ending Dec. 31.

|                        | 1897.     | 1898.     | 1899.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Gross receipts.....    | \$233,080 | \$254,820 | \$299,190 | \$397,840 | \$483,150 |
| Operating expenses...  | 154,783   | 176,210   | 203,296   | 250,485   | 310,075   |
| Earnings from opert'n. | 78,297    | 78,610    | 95,894    | 147,355   | 173,075   |

Plant and Equipment.—Miles of track, 65; gauge, 4 ft. 8½ in.; 50 lb. to 95 lb. T and girder rail; 75 motor cars; Allis, Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. J. S. Polk, Sec. A. G. Maish, Treas. & Gen. Man. Geo. B. Hippee, Ch. Engr. of Power Station J. E. Welch, Supt. A. G. Marsh.

General Office, 607 Mulberry St., Des Moines, Ia.

Reference.—Power plant improvements, Vol. XVII, Nov. 30, '01 p. 773.

Date of information, Mar., 1903.

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## Interurban Railway Co.

Plant and Equipment.—Miles of track (electric), 30; gauge 4 ft. 8½ in.; 4 cars.

Officers.—Pres. Man. & Pur. Agt. H. H. Polk, V. Pres. A. W. Harris, Chicago; Sec. W. J. Haskit, Treas. G. B. Hippee, Elec. Engr. Edw. Cunningham, Ch. Engr. & Mast. Mech. James Welch.

General Office, 607 Mulberry St., Des Moines, Ia.

Date of information, Mar., 1903.

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## DUBUQUE.

Population in 1880, 22,254, in 1890, 30,311, in 1900, 36,297.

Union Electric Co.—Incorporated in 1900 as a consolidation of the Star Electric Co., the Home Electric Co. and the Dubuque Street Ry. Co. (certificate filed Aug. 17), constituting the electric light and street railway properties of the city of Dubuque, having three power stations and city lighting contract.

CAPITAL STOCK.—Common, \$500,000; 5 p. c. cumulative preferred, \$500,000; par value, \$100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 31 motor cars and 17 trail cars; Sioux City engines, Edison 525 k. w. generators, West and Gen. Elec. motors, Brill, St. Louis and own cars.

Officers.—Pres. F. D. Stout, V. Pres. D. D. Myers, Sec. & Treas. J. R. Lindsay, Gen. Man. F. L. Dame, Supt. L. A. Pitts, Ch. Engr. H. L. Desch, Ch. Elec. H. G. Gorr.

GENERAL OFFICE, Dubuque, Ia.

Date of information, Mar., 1903.

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## FORT MADISON.

Population in 1880, 4,679, in 1890, 7,906, in 1900, 9,278.

Fort Madison Street Railway Co.—Chartered Jan. 17, 1888, in perpetuity. Annual meeting June 14.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT, authorized, \$25,000, issued \$17,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; West. dynamos and motors, Wells & French cars.

Officers.—Pres. & Gen. Man. D. A. Morrison, Sec. J. A. S. Pollard, Treas. J. C. Brewster, Elec. E. R. Mitchell.

GENERAL OFFICE, Santa Fe Ave., Fort Madison, Ia.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Jan., 1903.

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## INDEPENDENCE.

Population in 1900, 5,163.

Independence & Rush Park Railway Co.—This company commenced operation of its road in 1894. It is now operated by the administrators of the estate of Richard Campbell, who was sole owner. The administrators are S. P. Campbell, R. M. Campbell and W. E. Bain.

CAPITAL STOCK, authorized and issued, \$25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars and 3 trail cars; 3 West. generators, Ide engines, Gen. Elec. motors.

Officers.—Man. W. E. Bain.

GENERAL OFFICE, Independence, Ia.

Date of information, Dec., 1901.

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## KEOKUK.

Population in 1880, 12,117, in 1890, 14,101, in 1900, 14,641.

Keokuk Electric Railway & Power Co.—Organized July 24, 1900, as the successor to the Keokuk Electric Ry. Co. This company owns and operates the Keokuk Gas, Light & Coke Co.

CAPITAL STOCK, authorized, \$500,000, issued, \$400,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$250,000; dated July 1, 1900, due 1925; denom. \$1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. to 56 lb. T rail; 15 cars, of which 11 are motor cars and 4 trail cars; Ball & Wood and Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors.

Officers.—Pres. & Gen. Man. A. D. Ayres, V. Pres. John E. Craig, Sec. G. E. C. Johnson, Treas. Edw. F. Brownell, Supt. A. S. Greiner.

DIRECTORS.—A. D. Ayres, A. D. Lundy, G. E. C. Johnson.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**MARSHALLTOWN.**

Population in 1880, 6,240, in 1890, 9,308, in 1900, 11,544.

**Marshalltown Light, Power & Railway Co.**—Chartered July 7, 1892, for 50 years. Annual meeting second Tuesday in July. This is a consolidation of the Marshalltown Gas Co., the Marshalltown Electric Co., the Marshalltown Passenger Ry. Co., and the Marshalltown Street Ry. Co.

**CAPITAL STOCK**, authorized, \$500,000, issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$150,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. \$1,000; int. payable Jan. and July; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago, Ill.

**FRANCHISES.**—Municipal franchises were granted on June 30, 1892, and expire in 1917. They are exclusive for twenty-five years with equal privileges thereafter.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 40 lb. and 62 lb. rail; 6 motor cars and 5 trail cars; 480 H. P. engines; St. Louis, Corliss and Ideal engines, Gen. Elec. dynamos and motors, Pullman, Brill and Stephenson cars, McGuire trucks.

**OFFICERS.**—Pres. C. D. Jones, Independence, Ia.; Sec. S. B. Hovey, Independence, Ia.; Treas. & Supt. M. W. Hovey, Pur. Agts. Jones & Hovey, Ch. Engr. of Power Station Nathan McCoy, Mast. Mech. John McLaughlin.

**DIRECTORS.**—E. A. Hovey, C. D. Jones, S. B. Hovey, G. S. Woodruff, M. W. Hovey.

**GENERAL OFFICE**, Marshalltown, Ia.

Date of information, Mar., 1903.

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**MASON CITY.**

Population in 1880, 2,510, in 1890, 4,007, in 1900, 6,746.

**Mason City & Clear Lake Traction Co.**—This road commenced operation July 3, 1897.

**CAPITAL STOCK**, authorized and issued, \$200,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$100,000, outstanding, \$88,000; int. payable Jan. and July 15, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage; sinking fund of \$3,000 yearly, beginning Jan. 15, 1900, at 103.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 7 are motor cars and 9 trail cars; Allis engines, Walker motors, Pullman cars, Peckham trucks.

**OFFICERS.**—Pres. Gen. Man. & Pur. Agt. W. E. Brice, V. Pres. Sec. & Auditor F. J. Hanlon, Ch. Engr. C. T. Dike, Elec. F. D. Way.

**DIRECTORS.**—W. E. Brice, F. J. Hanlon.

**GENERAL OFFICE**, 308 N. Main St., Mason City, Ia.

Date of information, Jan., 1903.

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**MUSCATINE.**

Population in 1880, 8,295, in 1890, 11,454, in 1900, 14,073.

**Citizen's Railway & Light Co.**—Chartered in Apr., 1902, for 25 years, as successor to the Muscatine Electric Railway Co., which was a consolidation of the Muscatine Street Ry., the Muscatine Electric Light & Power Co., and the Home Electric Light & Power Co. This company operates street railway, electric light and power, gas, and steam heating plants, and has practically reconstructed all of its property within the past eighteen months.

**CAPITAL STOCK**, issued, \$600,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$400,000; issued, \$325,000; dated Apr. 1, 1902, due 1917; int. payable Apr. and Oct. at office of Western Reserve Trust Co., Cleveland, O., trustee of mortgage, or at National Bank of Commerce, New York. These bonds are subject to call at 110 and interest on any interest day.

**NOTE.**—The mortgage provides for a sinking fund of \$15,000 per annum to commence in 1907, which is to be used to retire \$15,000 bonds annually at 105 and interest.

**STREET RAILWAY PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 48 lb. T rail; 32 cars; Buckeye engines, Gen. Elec. & Northern dynamos, Gen. Elec. & West motors, Brownell and Jones cars.

The company also owns 12 miles of gas main, 35 miles of electric light main, and furnishes both gas and electric light for streets, business houses and dwellings.

**OFFICERS.**—Pres. L. W. Prior, Cleveland, O.; V. Pres. M. A. Devitte, Sec. & Treas. H. W. Huttig, Supt. & Pur. Agt. H. T. Fiske.

Date of information, Mar., 1903.

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**OSKALOOSA.**

Population in 1880, 4,568, in 1890, 6,558, in 1900 (local estimates), 13,000.

**Oskaloosa Traction & Light Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 10 cars.

**OFFICERS.**—Pres. Harry E. O'Neill, Omaha, Neb.; V. Pres. Samuel Mahon, Ottumwa, Ia.; Sec., Gen. Man. & Pur. Agt., J. F. Springfield, Ottumwa, Ia.; Treas. Calvin Manning, Ottumwa, Ia.; Audr. H. W. Garner, Supt. M. W. Poling.

**GENERAL OFFICE**, Oskaloosa, Ia.

Date of information, Mar., 1903.

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**OTTUMWA.**

Population in 1880, 9,004, in 1890, 14,001, in 1900, 18,197.

**Ottumwa Traction & Light Co.**—Successor (Oct. 1, 1901,) to the Ottumwa Electric & Steam Co. This company owns and operates the street railway, an arc and incandescent lighting plant, and a steam heating plant, and has increased its stock and bond issues to make further extensions.

**CAPITAL STOCK**, authorized and issued, \$500,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$300,000; coupon, but may be registered; dated Oct. 1, 1901, due 1921; denom. \$1,000; int. payable Apr. and Oct., at United States Mortgage & Trust Co., New York.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T rail; 32 motor cars; Ball and Allis engines, Gen. Elec. alternating generators, West. Gen. Elec. motors, Pullman and St. Louis cars.

**OFFICERS.**—Pres. J. H. Merrill, 1st V. Pres. G. W. Wattles, 2d V. Pres. Samuel Mahon, Sec. J. B. Sax, Treas. J. W. Garner, Gen. Man. J. F. Springfield, Supt. M. W. Poling.

**GENERAL OFFICE**, 209 E. Second St., Ottumwa, Ia.

**REFERENCE.**—New franchise, Vol. XVIII, Aug. 10, '01, p. 171.

Date of information, Mar., 1903.

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**RED OAK.**

Population in 1880, 3,755, in 1890, 3,321, in 1900, 3,500.

**Red Oak Street Railway Co.**—Municipal franchise granted in 1882 for 50 years,

**CAPITAL STOCK**, \$75,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 20 lb. flat rail; 4 horses, 2 cars.

**OFFICERS.**—Pres. Treas. Gen. Man. & Supt. S. P. Wallace, V. Pres. & Sec. E. R. Wallace.

Date of information, Jan., 1903.

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**SIOUX CITY.**

Population in 1880, 7,366, in 1900, 33,111.

**Sioux City Traction Co.**—Organized in May, 1894.

**CAPITAL STOCK**, authorized and issued, \$1,200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$750,000; dated July 1, 1899, due 1919; denom. \$1,000; int. payable Jan. and July at the offices of the Bank of Montreal, trustee of mortgage, in Montreal, Chicago or New York.

| OPERATION.—Year ending May 31, | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Total receipts.....            | \$199,183 | \$222,045 |
| Operating expenses.....        | 118,739   | 134,532   |
| Earnings from operation.....   | 80,444    | 87,513    |
| Deductions from earnings.....  | 37,500    | 37,500    |
| Net income.....                | 42,944    | 50,013    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 43.5; 79 cars, of which 49 are motor cars and 30 trail cars; 1,200 H. P. station plant; Allis and Sioux City engines; West. dynamos; West. Gen. Elec. and Sprague motors.

**OFFICERS.**—Pres. Samuel McRoberts, Chicago, Ill.; Sec. & Treas. J. F. Millett, Gen. Man. E. L. Kirk, Supt. E. O. Holmes, Ch. Engr. M. W. Lake, M. Mech. C. M. Feist.

**DIRECTORS.**—Samuel McRoberts, Edward Tilden, Chicago, Ill.; J. S. Lawrence, W. P. Manley, Wm. Milchrist, Sioux City, Ia.

**GENERAL OFFICE AND POWER STATION**, 3d and Water Sts., Sioux City, Ia.

**REFERENCES.**—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Jan., 1903.

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**TOLEDO.**

Population in 1880, 1,026, in 1890, 1,836, in 1900, 1,941.

**Tama & Toledo Electric Railway & Light Co.**—Municipal franchise granted 1893, for 20 years. Annual meeting first Tuesday in February. This company serves a population of 8,000.

**CAPITAL STOCK**, authorized and issued, \$80,000.

Please note date of information at end of each report.

**FUNDED DEBT.** first mortgage, 6 p. c. bonds, authorized and issued, \$20,000; dated Oct. 1, 1895, due 1905; denom. \$500; int. payable at office of Gloucester Safe Deposit & Trust Co., of Boston, trustee.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 3 motor cars; Ide engines.

**OFFICERS.**—Pres. & Gen. Man. W. C. Walters, V. Pres. W. E. Brice, Sec., Treas., & Pur. Agt. H. A. Shanklin, Elec. A. J. Lever, Engr. R. M. Rockfort.

**DIRECTORS.**—W. C. Walters, W. E. Brice, C. E. Walters, L. Clark, H. A. Shanklin.

**GENERAL OFFICE,** Toledo, Iowa.

**REFERENCE.**—Description of park (brief), Vol. XVII, Apr. 6, '01 p. 435.

Date of information, Mar., 1903.

## WATERLOO.

Population in 1880, 5,630, in 1890, 6,679, in 1900, 12,580.

**Waterloo & Cedar Falls Rapid Transit Co.**—Chartered in 1895. Municipal franchise granted in 1896. Annual meeting in Jan. In 1896 this company purchased the property of the Waterloo Street Ry. Co. This company also owns the Cedar Falls & Normal Ry.

**CAPITAL STOCK,** authorized and issued, \$600,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$700,000, issued, \$350,000, in treasury, \$350,000; dated Dec. 1, 1901, due 1920; denom. \$1,000; int. payable June and Dec., at First National Bank, Chicago, Ill., trustee of mortgage.

**OPERATION.**—Year ending Dec. 31, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$53,350 |
| "    "    freight.....        | 17,846   |
| "    "    other sources.....  | 14,440   |
| "    total.....               | 85,636   |
| Operating expenses.....       | 45,822   |
| Earnings from operation.....  | 39,814   |
| Deductions from earnings      |          |
| Taxes.....                    | 247      |
| Net income.....               | 39,567   |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 60 lb. T rail; 26 motor cars, 5 trail cars and 17 freight cars; 4 locomotives; Filer & Stowell engines, West. dynamos and motors, Pullman cars, McGuire and Peckham trucks.

**OFFICERS.**—Pres. & Gen. Man. L. S. Cass, V. Pres. & Sec. J. F. Cass, Treas. & Audr. E. A. Boggs, Pur. Agt. Frank McDonald, Ch. Engr. M. L. Newton, Ch. Elec. R. C. Galyear, Mast. Mech. John Faucett.

**DIRECTORS.**—J. F. Cass, E. K. Boisot, L. S. Cass.

**GENERAL OFFICE,** 615 Commercial St., Waterloo, Ia.

**REFERENCES.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1903.

## KANSAS.

### ATCHISON.

Population in 1880, 15,105, in 1890, 13,963, in 1900 (local estimates), 17,000.

**Atchison Railway, Light & Power Co.**—Chartered July, 1895, as the successor to the Atchison Railway, Electric Light & Power Co. This company controls the entire electric railway, electric lighting and gas systems of Atchison, and the capital stock and funded debt given below covers the lighting property as well as the electric railway. Municipal franchise granted in 1895 for 21 years. Annual meeting first Wednesday in Jan.

**CAPITAL STOCK,** authorized and issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$150,000; dated July 1, 1895, due 1915; denom. \$1,000; int. payable Jan. and July at office of Exchange National Bank, of Atchison; trustee of mortgage, Mercantile Trust Co., of New York.

|                                         |          |          |
|-----------------------------------------|----------|----------|
| <b>OPERATION.</b> —Year ending Dec. 31, | 1901.    | 1902.    |
| Total receipts.....                     | \$90,463 | \$97,328 |
| Operating expenses.....                 | 52,371   | 58,836   |
| Earnings from operation.....            | \$38,092 | \$38,492 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in., 45 lb. T rail; 20 cars, of which 9 are motor cars and 11 trail cars; Sioux City, Corliss, and Hamilton engines, Steel Motor Co. and Gen. Elec. dynamos and motors, American and St. Louis cars.

**OFFICERS.**—Pres. J. P. Pomeroy, V. Pres. W. P. Waggener, Sec. J. M. Chisham, Treas. C. S. Hetherington, Gen. Man. Supt. & Pur. Agt. C. M. Marshall, Elec. F. J. Roth, Ch. Engr. of Power Station F. W. Belimek.

**DIRECTORS.**—W. P. Waggener, Geo. Starch, J. P. Pomeroy, J. P. Brown.

**GENERAL OFFICE,** Atchison, Kan.

**REFERENCES.**—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Jan., 1903.

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### COTTONWOOD FALLS.

Population in 1880, 518, in 1890, 770, in 1900 (local estimates), 1,500.

**Consolidated Street Railway Co.**

**CAPITAL STOCK,** authorized and issued, \$10,000; par value, \$10 per share.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 36 lb. T rail; 10 horses, 2 horse cars; Laclede cars.

**OFFICERS.**—Pres. & Pur. Agt. W. Adair, V. Pres. W. A. Morgan, Sec. S. C. Adair, Treas. S. F. Jones.

Date of information, July., 1902.

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### FORT SCOTT.

Population in 1890, 11,946, in 1900, 10,322, in 1903, (local estimates), 12,892.

**Fort Scott Gas & Electric Co.**—This company is a consolidation of the Fort Scott Electric Light & Power Co., Citizens Electric St. Ry. Co., Fort Scott Gas Co., and Fort Scott Steam Heating Co. Municipal franchise granted Apr. 23, 1902, for 20 years. Annual meeting Dec. 1.

**CAPITAL STOCK,** authorized and issued, \$300,000.

**FUNDED DEBT.** first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$250,000; dated Apr. 1, 1902, due 1921, denom. \$500; int. payable Apr. and Oct. at office of Chicago Title & Trust Co., New York, trustee of mortgage.

**NOTE.**—These bonds may be called for payment after 5 years at 105 and interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft.; 45 lb. T rail; 21 cars, of which 7 are motor cars and 14 trail cars; Allis engines, Gen. Elec. dynamos and motors, Laclede cars, Peckham trucks.

**OFFICERS.**—Pres. Grant Hornaday, V. Pres. C. F. Martin, Sec. F. A. Hornaday, Treas. Supt. & Pur. Agt. F. D. Martin, Ch. Engr. A. B. McMorris, Elec. J. F. Tegarden.

**DIRECTORS.**—Grant Hornaday, C. F. Martin, F. A. Hornaday, C. H. Gardiner, Edward C. Gates, C. R. Messenger, all of Fort Scott.

**REFERENCE.**—Description of park, Vol. XVII, May 4, '01, p. 556.

**GENERAL OFFICE,** 15 E. Wall St.

Date of information, Mar., 1903.

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### HUTCHINSON.

Population in 1880, 1,540, in 1890, 8,682, in 1900, 9,379.

**Hutchinson Street Railway Co.**—Chartered Sept. 9, 1886, for 40 years. Annual meeting Sept. 1.

**CAPITAL STOCK,** authorized, \$100,000, issued, \$45,000.

**FUNDED DEBT,** authorized, \$100,000, issued, none.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. T rail; 40 horses, 14 horse cars; Brownell and Laclede cars.

**OFFICERS.**—Pres. L. A. Beebe, Sec. & Treas. W. S. Yeager, Gen. Man. L. A. Bigger.

**GENERAL OFFICE,** Main and Sherman Sts.

Date of information, Feb., 1901.

d

### IOLA.

Population in 1890, 1,700, in 1900, 5,791, in 1903, 9,718.

**Iola Electric Railroad Co.**—Chartered May 22, 1901, for 98 years; municipal franchise granted Feb. 22, 1901, for 98 years. Annual meeting first Monday in Apr.

**CAPITAL STOCK,** \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, \$150,000; dated July 5, 1901, due 1921; denom. \$500; int. payable Feb. and Aug., at office of St. Louis Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 9, of which 3.5 miles is through private right of way; gauge, 4 ft. 8½ ins.; 52 lb. T rail.

**OFFICERS.**—Pres. & Gen. Man. F. V. Crouch, V. Pres. L. L. Northrup, Sec. J. F. Thompson, Treas. George A. Bowlus, Supt. C. M. Crouch, Ch. Engr. & Elec. R. D. Long.

**DIRECTORS.**—F. V. Crouch, L. L. Northrup, C. M. Crouch, Fred. J. Horton, Thos. A. Bowlus, Geo. A. Bowlus, J. A. Robinson, J. S. Turner, all of Iola, Kan.

**GENERAL OFFICE,** Iola, Kan.

**POWER STATION,** near Rock Creek, Kan.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**LEAVENWORTH.**

Population in 1886, 16,546, in 1890, 19,768, in 1900, 20,735.

**Leavenworth Electric Railroad Co.**—This company is the successor to the Leavenworth Electric Ry. Co., which was sold at receiver's sale June 2, 1894. This company has been consolidated with the Kansas City Leavenworth Railroad Co., of Kansas City, Mo.  
Date of information, Jan., 1903. z

**JUNCTION CITY.**

Population in 1900, 4,695, in 1903, (local estimates) 6,000.

**The Electric Railway Light & Ice Co.**—Charter and municipal franchise granted Nov. 1900, for 99 years.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$60,000; dated Mar. 1, 1901, due Mar. 1921; denom. \$500; int. payable Mar. and Sept., at Hanover National Bank, New York, trustee of mortgage, United States Trust Co., Kansas City, Mo.

**OPERATION.**—Year ending Dec. 31, 1902.

|                                |          |
|--------------------------------|----------|
| Receipts from passengers ..... | \$25,456 |
| " " all other sources .....    | 17,887   |
| " " total .....                | 43,343   |
| Operating expenses .....       | 17,250   |
| Earnings from operation .....  | 26,093   |
| Deductions from earnings       |          |
| Interest on funded debt .....  | 3,000    |
| " " unfunded debt .....        | 777      |
| Taxes and interest .....       | 1,643    |
| Other deductions .....         | 1,739    |
| Net income .....               | 18,934   |
| Dividends paid .....           | 4,000    |
| Surplus .....                  | 14,934   |
| Total surplus .....            | 12,715   |

**BALANCE SHEET.**—Dated Dec. 31, 1902.

| Assets.                            | Liabilities.                       |
|------------------------------------|------------------------------------|
| Cost of road and equip.. \$115,140 | Capital stock .....                |
| Elec. light and ice plant.. 58,052 | Funded debt .....                  |
| Cash and current assets.. 900      | Accrued interest .....             |
| Material and supplies.... 1,386    | Bills and accts. payable.. 1,763   |
|                                    | Profit and loss (surplus).. 12,715 |
| Total..... \$175,478               | Total .....                        |

**PLANT AND EQUIPMENT.**—Miles of track (electric) 4.75; gauge 4 ft. 8½ in., 60 lb. T rail; 4 motor cars, 4 trail cars; St. Louis cars, Peckham and St. Louis trucks.

**OFFICERS.**—Pres. & Man. F. E. Tyler, V. Pres. John T. Dalton, Sec. J. Monroe Smith, Treas. S. W. Pierce, Supt. Pur. Agt. & Elec. W. E. Swezey, Engr. W. Wiehle.

**DIRECTORS.**—F. E. Tyler, S. W. Pierce, H. H. Ziegler, John T. Dalton, E. H. Hemenway, C. P. Fogelstrom, D. W. Tyler, H. F. Tyler, C. H. Manley.

Date of information, Jan. 1903. z

**PITTSBURG.**

Population in 1880, 529, in 1890, 6,697, in 1900, 10,112; population served in 1900, 20,000.

**Pittsburg Railroad Co.**—This company is the successor to the Pittsburg, Frontenac & Suburban Electric Ry. Co. and the Pittsburg, Weir City & Columbus R. R. Co., both of which were sold at foreclosure sale in Oct., 1899. The company operates a line running from Pittsburg to Frontenac on the north, and to Chicopee on the south. All surplus money earned has been expended in betterments.

**CAPITAL STOCK**, authorized and issued, \$125,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$125,000; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at office of Merchants Trust Co., of Philadelphia, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; 12 cars, of which 11 are motor cars and 1 trail car; Dick & Church engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, St. Louis and Brill cars, St. Louis and Brill trucks.

**LIGHTING PLANT.**—1 1,000 and 1 2,000 light T.-H. alternator, 12 miles of mains, 1 175 H. P. Phoenix engine.

**OFFICERS.**—Pres. John J. Tyler, Philadelphia, Pa.; V. Pres. Morris Cliggett, Sec. Treas. & Gen. Man. W. W. McKee.

**GENERAL OFFICE**, Room 7, Opera House Block, Pittsburg, Kan.  
Date of information, Feb., 1903. z

**STRONG CITY.**

Population in 1900, 1,128.

**Consolidated Street Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (horse) 2; 4 cars.

**OFFICERS.**—Pres. & Treas. A. J. C. Sicker, V. Pres. W. A. Morgan, Sec. George Crum, Treas. S. F. Jones, Pur. Agts. Sicker & Reifsnyder.

Date of information, July, 1902. d

**TOPEKA.**

Population in 1880, 15,452; in 1890, 31,007; in 1900, 33,708.

**The Topeka Railway Co.**—Chartered May 1, 1892, to take over the property and franchises of the Topeka City Ry. Co. and the Topeka Rapid Transit Ry. Co.

**Capital Stock**, authorized and issued, \$1,250,000; par value \$100 per share.

**Funded Debt.**—First mortgage 4½ p. c., bonds, authorized \$1,100,000, issued, \$450,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. \$1,000; int. payable Mar. and Sept., at office of J. Kennedy, Tod & Co., 45 Wall St., New York; trustee of mortgage, Manhattan Trust Co., of New York.

**Plant and Equipment.**—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 35 lb. and 52 lb. T and girder rail; 64 cars, of which 41 are motor cars and 15 trail cars, 5 service cars; Allis engines, Gen. Elec. dynamos and motors, Laclede, St. Louis and Stephenson cars.

**Officers.**—Pres. & Treas. C. C. Baker, V. Pres. M. A. Low, Sec. J. G. Slonecker, Gen. Man. J. M. Patten.

**Directors.**—M. A. Low, J. G. Slonecker, F. G. Willard, J. M. Patten, C. S. Gleed, Chas. Blood Smith, W. H. Rossington, Howel Jones, H. C. Speer, S. T. Howe, L. C. Wasson, T. G. Kennedy, C. C. Baker.

**General Manager's Office**, 1112 Jackson St. President's office, 113 East 8th Ave., Topeka, Kan.

Date of information, Jan., 1903. z

**Topeka & Vinewood Park Railway Co.**—This company is building 40 miles of track, which it expects to have in operation early in 1904.

**Plant and Equipment.**—Miles of track (electric) 7; gauge 4 ft. 8½ in.; 10 cars, of which 5 are motor cars and 5 trail cars, power rented.

**Officers.**—Pres. E. W. Wilson, Pekin, Ill.; V. Pres. A. B. Jetmore, Topeka; Sec. & Gen. Man. F. G. Kelley, Topeka; Treas. John Wilson, Peoria, Ill.; Supt. A. L. Ward, Topeka; Pur. Agts. L. E. Myers Co., Monadnock Block, Chicago, Ill.; Elec. Engr. A. L. Ward, Mech. Engr. P. L. Wise.

Date of information, Mar., 1903. z

**WICHITA.**

Population in 1890, 23,853; in 1900, 24,671; in 1903, (local estimate), 32,000.

**Wichita Railroad & Light Co.**—Chartered Apr. 1, 1900.

**CAPITAL STOCK**, authorized and issued, \$300,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$300,000, issued, \$250,000; dated Apr. 1, 1900, due 1920; denom. \$1,000; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22.43; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T and Johnson rail; 31 cars; Russell engines, Gen. Elec. dynamos and motors, Brownell, St. Louis and Jewett cars.

**OFFICERS.**—Pres. George F. Duncan, V. Pres. John E. Burnham, Sec. & Treas. Edward Woodman, Gen. Man. S. L. Nelson, Supt. W. R. Morrison, Ch. Engr. & Ch. Elec. R. G. Williams.

**DIRECTORS.**—G. F. Duncan, E. Woodman, J. E. Burnham, P. B. Brown, all of Portland, Me., Wm. B. McKinley, Champaign, Ill.

**GENERAL OFFICE**, Wichita, Kan.

**REFERENCE.**—Early electric railway (1887), Vol. XVI, Sept. 1, '00, p. 810 (ill.).

Date of information, Jan., 1903. z

**WINFIELD.**

Population in 1890, 5,147, in 1900, 5,554, in 1903, (local estimates), 8,000.

**Union Street Railway Co.**

**CAPITAL STOCK**, \$25,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 6; gauge, 4 ft.; 30 lb. T and Johnson rail; 20 horses, 6 horse cars.

**OFFICER.**—Owner and Supt. S. E. Compton.

**GENERAL OFFICE**, 614 N. Main St., Winfield, Kan.

Date of information, Mar., 1903. z

Please note date of information at end of each report.

**KENTUCKY.****BOWLING GREEN.**

Population in 1880, 5,114, in 1890, 7,803, in 1900, 8,226.

**Bowling Green Railway Co.**—Chartered July, 1898, as the successor to the Park City Railway Co., whose property was sold at foreclosure sale on Feb. 28, 1898.

CAPITAL STOCK issued, \$50,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, \$20,000; dated 1898, due 1915; int. payable at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 13 cars, of which 6 are motor cars and 7 trail cars, 1 freight motor car, 3 freight trail cars, 250 H. P. station plant; West. dynamos; Card motors, Laclede and Brownell cars.

OFFICERS.—Pres. J. H. Wilkerson, V. Pres. & Treas. T. L. Fitch, Man. H. D. Fitch, Supt. R. Fitch, Ch. Engr. & Elec. W. Wolverton.

Date of information, Mar., 1903. z

**FRANKFORT.**

Population in 1880, 6,958, in 1890, 7,892, in 1900, 9,487.

**Frankfort & Suburban Railway Co.**—This company is the successor, by purchase, to the Capital Railway Co., which was sold in June, 1897.

CAPITAL STOCK, \$10,000.

FUNDED DEBT, authorized, \$40,000, issued, \$30,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25; 45 lb. and 56 lb. T rail; 5 cars, of which 4 are passenger motor cars and 1 freight motor car; Hamilton Corliss engines, Jenney dynamos, West. motors.

OFFICERS.—Pres. Chas. R. Crain, V. Pres. Sec. Treas. & Gen. Man. John T. Buckley.

DIRECTORS.—C. R. Crain, W. S. Rabbits, C. C. Kirkpatrick, Springfield, O.; John T. Buckley, Frankfort, Ky.

GENERAL OFFICE, Frankfort, Ky..

Date of information, Jan., 1902. z

**GEORGETOWN.**

Population in 1880, 2,216, in 1890, 5,864, in 1900, 3,823.

**Georgetown Street Railroad Co.**—Charter and municipal franchise granted 1888, in perpetuity. Annual meeting in Apr. This company has been absorbed by the Georgetown & Lexington Traction Co., of Lexington, Ky.

Date of information, Jan., 1903. z

**HENDERSON.**

Population in 1880, 5,365, in 1890, 8,830, in 1900, 10,272.

**Henderson Street Railway Co.**

CAPITAL STOCK, authorized and issued, \$50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, \$60,000; dated Jan. 1, 1897, due 1912; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 15 motor cars; McIntosh & Seymour engines, Stephenson cars.

OFFICERS.—Pres. Robert D. Vance, V. Pres. E. P. Millet, Sec. & Treas. J. H. Lyne, Supt. S. C. Ray.

DIRECTORS.—E. P. Millet, E. G. Sebree, Jr., E. W. Whitely, David Banks, G. M. Alves.

Date of information, Feb., 1901. d

**LEXINGTON.**

Population in 1880, 16,656, in 1890, 21,567, in 1900, 26,369.

**Lexington Railway Co.**—This is a consolidation on Feb. 11, 1899, of the Passenger & Belt Railway Co., the Belt Line Electric Co., the Central Electric Co. and the Hercules Ice Co.

CAPITAL STOCK, \$800,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, \$987,000; dated July 1, 1899, due 1949; denom. \$1,000, int. payable June and Dec., at office of Continental Trust Co., of Baltimore, Md., trustee of mortgage.

Passenger & Belt Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, \$138,000; dated Apr. 1, 1891, due, \$15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 39 motor cars and 12 trail cars, Gen. Elec. generators and motors, Pullman and Jackson & Sharp cars.

OFFICERS.—Pres. Louis des Cognets, V. Pres. Geo. W. Darnall, Sec. T. D. Murray, Treas. R. P. Stoll, Gen. Man. R. E. Hunt, Gen.

Supt. C. K. Morrell, Supt. Trans. A. L. Smith, Elec. Engr. H. L. Fuller, Ch. Engr. J. P. McKeever.

DIRECTORS.—Louis des Cognets, George W. Darnall, R. P. Stoll, W. J. Loughbridge, Jeremiah R. Morton, J. W. Middendorf, Baltimore, Md.; R. Lancaster Williams, Richmond, Va.

GENERAL OFFICE, Main and Cheapside Sts., Lexington, Ky.

Date of information, Mar., 1903. z

**Georgetown & Lexington Traction Co.**—Chartered in 1901 for 100 years; municipal franchise granted in 1901. Annual meeting in September. This company has taken over the Georgetown Street R. R. Co., of Georgetown, Ky.

CAPITAL STOCK, authorized and issued, \$250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$250,000, issued, \$200,000, in escrow, \$50,000; dated Nov. 15, 1901, due 1921; denom. \$500 and \$1,000; int. payable May and Nov., at office of Cincinnati Trust Co. trustee of mortgage, Cincinnati, O., and Standard Trust Co., New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in., 6 lb rail; 5 motor cars. Rent power.

OFFICERS.—Pres. & Gen. Man. Y. Alexander, V. Pres. Wm. Adanis, Sec. & Treas. A. S. Rice.

DIRECTORS.—Y. Alexander, Lexington, Ky.; A. S. Rice, B. D. Berry, Wm. Adanis, Cynthiana, Ky.; Guy W. Mallon, Cincinnati, O.

GENERAL OFFICE, Lexington, Ky.

Date of information, Jan., 1903. z

**Blue Grass Consolidated Traction Co.**—Chartered Dec. 5, 1901, for 999 years. The company has been granted twenty-eight county and municipal franchises, covering a period of 999 years. Construction of the road has not yet been commenced.

CAPITAL STOCK, authorized, \$7,000,000.

FUNDED DEBT.—First mortgage bonds, authorized, \$7,000,000.

OFFICERS.—Pres. Geo. B. Davis, Hammond Bldg., Detroit, Mich.; V. Pres. H. P. Headley, Lexington; Sec. Harold C. Beatty, Lexington; Treas. Thos. Craig.

DIRECTORS.—George B. Davis, Edward E. Davis, Detroit, Mich. Harold C. Beatty, M. C. Alford, H. P. Headley, W. J. Loughbridge, Lexington, Ky.; J. M. Hunt, Auburn, N. Y.; Thos. Craig, Philadelphia; C. D. Beebe, Syracuse, N. Y.

GENERAL OFFICE, Lexington, Ky.

Date of information, Mar., 1903. x z

**LOUISVILLE.**

Population in 1880, 123,758; in 1890, 161,129; in 1900, 204,731.

**Louisville Railway Co.**—Chartered Apr. 9, 1893, for 99 years. Annual meeting third Wednesday in Feb. This is a consolidation of the following companies: Louisville City Ry. Co., Central Passenger R. R. Co., Kentucky Street Ry. Co., Blue Grass Ry. Co. and Crescent Hill Ry. Co. This company owns and operates the entire street railway system of Louisville.

Capital Stock.—Common stock, authorized and issued \$3,500,000; par value, \$100 per share.

5 p. c. cumulative preferred stock, authorized and issued, \$2,500,000; par value, \$100 per share.

Funded Debt, \$6,349,300, as follows:

First consolidated mortgage 5 p. c., gold coupon bonds, authorized, \$6,000,000, issued, \$5,247,000; dated July 1, 1890, due 1930; denom. \$1,000; int. payable Jan. and July in Louisville and New York (Seligman & Co.); trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Second consolidated mortgage 4½ p. c. gold bonds, authorized, \$2,000,000, for improvements and betterments only, to be issued at rate of \$200,000 per year; issued 1900, \$150,000, 1901, \$200,000, 1902, \$250,000; dated Mar. 1, 1900; int. payable at office of Columbia Finance & Trust Co., Louisville, Ky., trustee of mortgage.

**PRIOR LIENS.**

The company has reserved \$839,300 of the first consolidated mortgage bonds to retire the prior liens, as follows:

6 p. c. mortgage bonds Louisville City Ry. Co., original issue and now outstanding, \$514,300; dated July 1884, due 1909; denom. \$50 and upwards; int. payable Jan. and July, at office of Louisville Trust & Safety Vault Co., trustee of mortgage.

First mortgage 6 p. c. bonds Central Passenger Ry. Co., authorized \$400,000, now outstanding, \$60,000; dated Nov., 1883, due 1902, denom. \$1,000; int. payable May and Nov. in Louisville; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville.

6 p. c. mortgage bonds Central Passenger Ry. Co., authorized, \$400,000, now outstanding, \$238,000; dated Nov., 1888, due 1908; denom. \$1,000; int. payable May and Nov., in Louisville; trustee of mortgage Louisville Safety Vault & Trust Co.

Franchises.—The franchises for a part of the system are granted for 99 years from 1893, the balance are granted without time limit.

Please note date of information at end of each report.

| Operation.—Year ending Dec. 31, |             |             |             |             |             |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|
|                                 | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
| Total receipts.                 | \$1,297,394 | \$1,436,828 | \$1,520,514 | \$1,617,059 | \$1,771,887 |
| Operating exp.                  |             |             |             |             |             |
| Includ. taxes.                  | 838,574     | 954,573     | 938,171     | 1,024,034   | 1,127,716   |
| Earn. from op.                  | 458,820     | 482,255     | 582,343     | 593,022     | 644,171     |
| Ded from earn.                  |             |             |             |             |             |
| Int. on bonds                   | 309,545     | 308,500     | 314,090     | 320,934     | 333,880     |
| Net income . . .                | 149,275     | 173,755     | 268,253     | 272,088     | 310,291     |
| Dividends paid                  | 146,875     | 171,667     | 265,000     | 265,000     | 300,000     |
| " acc.                          |             |             |             |             |             |
| To surplus acc.                 | 2,400       | 2,088       | 3,253       | 7,088       | 10,291      |

**Note.**—Taxes, 1897, \$81,700; 1898, \$120,000; 1899, \$133,000; 1901, \$128,500.

| Balance Sheet.—Dated Dec. 31,    |              |              |              |  |
|----------------------------------|--------------|--------------|--------------|--|
| ASSETS.                          |              |              |              |  |
|                                  | 1899.        | 1900.        | 1901.        |  |
| Cost of road and equipment. . .  | \$12,557,162 | \$12,747,304 | \$12,935,067 |  |
| Other permanent investments. . . | 95,843       | 41,108       | 40,928       |  |
| Cash and current assets. . . . . | 259,650      | 292,906      | 337,972      |  |
| Total. . . . .                   | \$12,912,655 | \$13,081,318 | \$13,313,967 |  |

| LIABILITIES.                       |              |              |              |  |
|------------------------------------|--------------|--------------|--------------|--|
|                                    | 1899.        | 1900.        | 1901.        |  |
| Capital stock. . . . .             | \$6,000,000  | \$6,000,000  | \$6,000,000  |  |
| Funded debt. . . . .               | 5,999,300    | 6,149,300    | 6,349,300    |  |
| Unfunded and current liabilities   | 330,259      | 339,054      | 366,982      |  |
| Profit and loss (surplus). . . . . | 583,096      | 592,964      | 597,685      |  |
| Total. . . . .                     | \$12,912,655 | \$13,081,318 | \$13,313,967 |  |

**Plant and Equipment.**—Miles of track (electric), 142; gauge, 5 ft.; 35 lb. and 107 lb. T and girder rail; 411 motor cars, 195 trail cars, 10 work cars, 15 snow plows, 5 sweepers, 12 miscellaneous cars; 9,000 H. P. station plant; Allis, Ball and Williams engines, Gen. Elec. dynamos and motors.

**Officers.**—Pres. & Gen. Man. T. J. Minary, V. Pres. St. John Boyle, Sec. & Treas. Samuel G. Boyle, Supt. T. J. Funk, Ch. Engr. of Power Station F. H. Miller.

**Directors.**—Alex. H. Davis, Syracuse, N. Y.; H. H. Littell, Buffalo, N. Y.; J. B. Speed, St. John Boyle, Harry Bishop, Attila Cox, J. W. Gaulbert, T. J. Minary, John Stites.

**General Office,** 12th and Jefferson Sts.

Date of information, Mar., 1903.

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#### Kentucky & Indiana Bridge & Railroad Co.

**Plant and Equipment.**—Miles of track (electric), 3.1; 13 cars; power leased.

**Officers.**—Pres. Wm. M. Greene, Cincinnati, O.; V. Pres. H. B. Spencer, St. Louis, Mo.; Sec. & Treas. H. W. Heazlitt, Louisville, Ky.; Man. & Pur. Agt. W. M. Mitchell, Louisville, Ky.; Mast. Mech. John Newhouse, Trainmaster T. H. Hayden, Road Supervisor J. J. McKenzie.

**General Office,** 29th and High Sts., Louisville, Ky.

Date of information, Mar., 1903.

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**Louisville & Eastern Railroad Co.**—This road commenced operation in Dec., 1901, under the name of the Louisville, Anchorage & Pewee Valley Ry. Co. The company is operating a line to Beard, Ky., and is extending the road to Shelbyville and La Grange, a distance of 35 miles.

**CAPITAL STOCK,** \$750,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16; gauge, 5 ft.; 13 cars.

**OFFICERS.**—Pres. H. H. Bechtel, Cincinnati, O.; V. Pres., Treas., Gen. Man. & Pur. Agt. Percival Moore, Sec. & Audr. H. H. Bullitt, Supt. P. F. Griffin, Ch. Engr. Pur. Sta. M. H. Butler.

**POWER STATION,** Marcia, Ky.

Date of information, Mar., 1903.

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#### MAYSVILLE.

Population in 1880, 5,220, in 1890, 5,350.

**Maysville Street Railroad & Transfer Co.**

**CAPITAL STOCK,** authorized, \$100,000, issued, \$30,900.

**FUNDED DEBT,** \$65,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. T rail; 16 cars, of which 9 are motor cars and 7 trail cars.

**OFFICERS.**—Pres. A. M. J. Cochran, Sec. Treas. & Gen. Man. R. A. Cochran, Supt. L. B. Gray.

**GENERAL OFFICE,** West 2nd St., Maysville, Ky.

Date of information, Jan., 1902.

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#### OWENSBORO.

Population in 1880, 6,231, in 1890, 9,837, in 1900, 13,189.

**Owensboro City Railroad Co.**—Chartered in 1884, for 50 years. Annual meeting third Monday in Dec. This road is being reconstructed.

**CAPITAL STOCK,** \$50,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, \$25,000; dated 1888, due 1908; denom. \$500; int. payable Jan. and July, at office of Louisville Banking Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, \$100,000, issued, \$75,000; dated Jan., 1, 1894, due 1917; denom. \$500; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

**NOTE.**—\$25,000 of the second mortgage bonds are held in escrow to retire first mortgage bonds.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 25 cars, of which 19 are motor cars and 6 trail cars; Harrisburg engines, Gen. Elec. dynamos and motors, Laclede and Brill cars, Brill, Peckham and duPont trucks.

**OFFICERS.**—Pres. Charles Bracker, V. Pres. R. S. Hughes, Sec. & Treas. J. H. Parish, Supt. J. C. Roderick.

**DIRECTORS.**—Charles Bracker, R. S. Hughes, J. G. Decker, F. T. Gunther, J. H. Hickman.

Date of information, Mar., 1903.

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#### PADUCAH.

Population in 1880, 8,036, in 1890, 12,797, in 1900, 19,446.

**Paducah City Railway (Incorporated).**—Chartered July, 1902. This company purchased the property of the Paducah Ry. & Light Co., and furnishes the power for commercial lighting and motors, and the entire street railway system of the city.

**CAPITAL STOCK,** authorized and issued, \$300,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$625,000, held in reserve, \$300,000, in treasury, \$375,000; dated July 1902, due 1932; denom. \$100, \$500 and \$1000; int. payable Jan. and July, at office of the New York Security & Trust Co., New York, trustee of mortgage.

Treasury bonds may be issued for improvements.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. to 60 lb. T rail; 30 motor cars and 15 trail cars; 2000 H. P. station plant, Russell and Ball engines, Gen. Elec. and West. dynamos, Fort Wayne, Brill and St. Louis cars.

**OFFICERS.**—Pres. Geo. C. Thompson, V. Pres. Gen. Man. & Pur. Agt. George C. Wallace, Sec. & Treas. A. L. Rich, Chamber of Commerce, Cincinnati, O.; Supt. H. R. Porter, Elecn. & Supt. of Motive Power D. B. Simon.

**DIRECTORS.**—Geo. C. Thompson, Geo. C. Wallace, A. L. Rich, W. L. Hays, C. S. Maltby, J. L. Friedman, W. F. Paxton.

**REFERENCES.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

**GENERAL OFFICE,** 120 South 4th St., Paducah, Ky.

**POWER STATION,** Second Street.

Date of information, Mar., 1903.

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#### WINCHESTER.

Population in 1890, 4,519, in 1900, 5,954.

**Winchester Railway, Light & Ice Co.**—The present street railway system will be rebuilt and equipped electrically.

**CAPITAL STOCK,** \$100,000.

**OFFICERS.**—Pres. E. S. Jouett, Treas. & Gen. Man. J. M. Pickrell.

Date of information, Mar., 1902.

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### LOUISIANA.

#### BATON ROUGE.

Population in 1880, 7,197, in 1890, 10,478.

**Home Electric Co.**

**CAPITAL STOCK,** authorized, \$75,000, issued, \$5,300.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 48 lb. T rail; 10 motor cars; Gen. Elec. dynamos and motors, St. Louis cars, American and Filer & Stowell Co. engines.

**OFFICERS.**—Pres. John D. Fisher, Gen. Man. & Treas. O. B. Steele, Sec. S. G. Laycock, Supt. & Elecn. Wm. Hurst.

**GENERAL OFFICE,** Baton Rouge, La.

Date of information, June, 1901.

d

#### LAKE CHARLES.

Population in 1880, 838, in 1890, 3,442, in 1900, 6,680.

**Lake Charles Street Railway Co.**—Chartered, and an exclusive municipal franchise granted in 1890 for 50 years. Annual meeting. Aug. 1.



CAPITAL STOCK, authorized, \$50,000, issued, \$11,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 5 cf road, 5; gauge, 4 ft. 8½ in.; 22 lb. T rail, 15 horses, 10 horse cars.

OFFICERS.—Pres. J. A. Bel, V. Pres. D. Reims, Sec. L. Kaufman, Treas. A. Meyer, Gen. Man. P. Crowley.

DIRECTORS.—J. A. Bel, D. Reims, L. Kaufman, A. Meyer, P. Crowley.

GENERAL OFFICE, cor. Ryan and Division Sts., Lake Charles, La.  
Date of information, Feb. 1903. z

### NEW ORLEANS.

Population in 1880, 216,090, in 1890, 242,039, in 1900, 287,104.

**New Orleans Railways Co.**—Incorporated Jan. 28, 1902. This company has acquired and consolidated the following companies: the New Orleans City R. R. Co., the New Orleans & Carrollton Railroad, Light & Power Co., which includes the New Orleans Lighting Co., the Edison Electric Co., and the Merchants Electric Co., and the St. Charles R. R. Co., the Orleans R. R. Co., comprising practically all of the street railway and lighting interests of New Orleans. This company secured control of the New Orleans Ry. Co. on Apr. 1, 1902, but reorganization and complete control of the other companies was not effected until about Jan. 1, 1903. The company also owns the rights and franchises of the New Orleans & Pontchartrain Ry. Co.

**Capital Stock**, common, authorized, \$30,000,000, issued, \$22,246,200; par value, \$100 per share. Preferred, 4 p. c. cumulative, \$10,000,000; par value, \$100 per share. This stock is to be held in a voting trust for five years to control the management of the property.

**Funded Debt**.—4½ p. c. gold, sinking fund, coupon and registered bonds, authorized, \$40,000,000, issued, \$12,246,200; dated July 1, 1902, due 1952; denom. \$100, \$500 and \$1,000; int. payable Jan. and July at office of New York Security & Trust Co., New York, trustee of mortgage, and at New Orleans.

**Note**.—Of the issue of \$40,000,000 bonds, \$12,846,000 are reserved to retire prior liens, and \$7,154,000 for future additions and improvements, for which the stock and bonds acquired with the issue of new bonds are to be deposited as security. The mortgage provides for a sinking fund of ½ p. c. of outstanding bonds per annum commencing with July 1, 1909, to run for 20 years, and 1 p. c. thereafter until maturity. This fund is to be used to purchase the bonds at a price not exceeding 105 and interest.

**New Orleans City Railroad Co.**—General mortgage (see note) 4 p. c. (5 p. c. after 5 years) gold bonds, authorized, \$3,250,000, issued, \$3,200,000; dated July 1, 1898, due 1943; denom. \$1,000; int. payable at the Louisiana National Bank.

**New Orleans City & Lake R. R. Co.**'s first mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued, \$2,601,500; coupon, but may be registered; dated Jan. 2, 1893, due Jan. 1, 1943; denom. \$500 and \$1,000; int. payable Jan. and July, at the New Orleans National Bank.

**New Orleans City R. R. Co.**'s first mortgage 6 p. c. bonds, outstanding, \$398,500; dated 1879, due Dec. 1, 1903; int. payable June and Dec.

**New Orleans Traction Co.**'s power house mortgage, 6 p. c. bonds, outstanding \$113,000.

**Note**.—The general mortgage 4-5 p. c. bonds are a first mortgage on the lines of the Crescent City R. R. and a second mortgage (subject to the first 5 p. c. mortgage) on the lines of the New Orleans City & Lake R. R. They are also an equal lien with the first mortgage on the equity in the power house.

The following securities were exchanged approximately upon the terms as given below.

Crescent City R. R. Co.'s 5 p. c. bonds were exchanged, dollar for dollar, for new general mortgage 4-5 p. c. bonds.

New Orleans Traction Co.'s 6 p. c. collateral trust notes received 100 p. c. in new preferred stock and 50 p. c. in new common stock.

New Orleans City & Lake R. R. Co.'s stock not held by the New Orleans Traction Co., (minority stock \$622,900), received 110 p. c. in new preferred stock, and 25 p. c. in new common stock.

Crescent City R. R. Co.'s stock not held by the New Orleans Traction Co., (minority stock \$354,700), received 100 p. c. in new common stock.

**New Orleans & Carrollton Railroad Light & Power Co.**'s first consolidated mortgage 5 p. c. gold bonds, authorized, \$2,000,000; issued, \$1,555,000; held in escrow, \$445,000 (see Note); dated 1899; denom. \$500 and \$1,000.

First mortgage 6 p. c. bonds, \$95,000; dated 1882, due 1902-1906; int. payable Feb. and Aug.

Second mortgage 6 p. c. gold bonds, \$350,000; dated, 1893, due 1905-6-7; int. payable Feb. and Aug.

**Canal & Claiborne R. R. Co.**'s consolidated mortgage 6 p. c. gold bonds, authorized, \$800,000; issued, \$749,000; dated May 1, 1896, due 1946; denom. \$500 and \$1,000; int. payable May and Nov. at office of the company.

**Edison Electric Co.**'s 5 p. c. bonds, authorized, \$2,500,000; dated Jan. 2, 1899, due Jan. 1929, int. payable Jan. and July.

**Merchant's Electric Co.**'s 5 p. c. bonds, authorized, \$300,000; dated July 1, 1899, due July 1929; int. payable Jan. and July.

**Note**.—\$445,000 of the consolidated bonds are held to retire the prior liens described above.

**Orleans Railroad Co.**'s first mortgage 6 p. c. mortgage gold coupon bonds, \$300,000; dated Apr. 8, 1895, due 1912; denom. \$500 and \$1,000; int. payable Jan. and July, at office of company.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, \$100,000; dated June 15, 1897, due 1912; denom. \$50, \$100 and \$500.

**Note**.—Second mortgage bonds may be called for payment at option of company, at par and accrued interest, after June 15, 1907.

**St. Charles Street R. R. Co.**'s first mortgage 4 p. c. bonds, authorized, \$600,000; issued, \$300,000; coupon, but may be registered; dated June 1, 1881, due June 1, 1901; denom. \$1,000, int. payable June and Dec., in New Orleans and at National Bank of Commerce, New York.

**Operation**.—Year ending June 30, 1902. The following reports are for the separate companies before consolidation took place. The report for the New Orleans City Railroad Co. includes the figures of the New Orleans Railways Co. for the three months after consolidation to make a complete year's report.

| NEW ORLEANS CITY R. R. CO.    |             |
|-------------------------------|-------------|
| Total receipts.....           | \$1,561,411 |
| Operating expenses.....       | 959,907     |
| Earnings from operation.....  | 601,504     |
| Deductions from earnings..... |             |
| Interest.....                 | 294,185     |
| Taxes.....                    | 114,337     |
| Net income.....               | 192,982     |

| NEW ORLEANS & CARROLLTON R. R., LIGHT & POWER CO. |           |
|---------------------------------------------------|-----------|
| Total receipts.....                               | \$779,767 |
| Operating expenses.....                           | 421,524   |
| Earnings from operation.....                      | 358,243   |
| Deductions from earnings.....                     |           |
| Interest.....                                     | 150,295   |
| Taxes.....                                        | 54,528    |
| Miscellaneous deductions.....                     | 5,702     |
| Net income.....                                   | 147,718   |

| ORLEANS R. R. CO.             |           |
|-------------------------------|-----------|
| Total receipts.....           | \$126,989 |
| Operating expenses.....       | 96,846    |
| Earnings from operation.....  | 30,143    |
| Deductions from earnings..... |           |
| Interest.....                 | 24,517    |
| Taxes.....                    | 8,064     |
| Deficit.....                  | 2,438     |

| ST. CHARLES STREET R. R. CO.  |           |
|-------------------------------|-----------|
| Total receipts.....           | \$295,535 |
| Operating expenses.....       | 190,026   |
| Earnings from operation.....  | 105,509   |
| Deductions from earnings..... |           |
| Interest.....                 | 6,000     |
| Taxes.....                    | 19,298    |
| Net income.....               | 80,211    |

**Plant and Equipment**.—Miles of track (electric) 180.

**Officers**.—Pres. H. H. Pearson, Jr., V. Pres. Chas. H. Leslie, St. Louis, 2d V. Pres. Jos. H. DeGrange, Sec. Theo. F. Lozier, Treas. F. J. Horne, Gen. Man. John G. Woods.

**General Office**, New Orleans, La.

**Reference**.—Details of consolidation, Vol. XIX, May 17, '02, p. 611; reorganization of transportation system, Vol. XX, Aug. 23, '02, p. 248, (ill.).

Date of information, Feb., 1902. x

### Algiers, Goulsboro & Gretna Railway Co.

**Capital Stock**, \$25,000.

**Funded Debt**, \$25,000.

**Plant and Equipment**.—Miles of track (horse), 3.75; gauge, 3 ft.; 30 lb. T rail; 23 horses, 4 horse cars, Stephenson cars.

**Officers**.—Pres. Treas. & Supt. A. M. Halliday, V. Pres. Thos. Pickles, Sec. W. Royal.

**General Office**, Canal St. Ferry, New Orleans, La.

Date of information, July., 1902. d

**New Orleans & Pontchartrain Railway Co.**—This company is the successor to Orleans & Jefferson Ry. Co., which was chartered in 1898 to build an electric railway from New Orleans to

Please note date of information at end of each report.



West End and Lake City, La. In June, 1902, this road was sold to the New York Security & Trust Co. which has turned it over to the New Orleans Railways Co.

**Capital Stock**, authorized, \$250,000, paid in \$150,000; par value, \$50 per share.

**Funded Debt**.—First mortgage 5 p. c. gold coupon bonds, authorized, \$300,000 issued, \$150,000; dated Feb. 1, 1898, due 1923; denom. \$1,000; coupon, but may be registered; sinking fund provided for; int. payable Mar. and Sept. at the office of the company.

Date of information, Mar., 1903.

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### SHREVEPORT.

Population in 1880, 8,009, in 1890, 11,979, in 1900, 16,013.

**Shreveport City Railroad Co.**

**PLANT AND EQUIPMENT**.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 11 motor cars, 7 trail cars; 1 de and Taylor engines, 200 H. P., Gen. Elec. and T. & H. generators, Gen. Elec. and West. motors, American cars, Baltimore trucks.

**OFFICERS**.—Pres. W. B. Jacobs, V. Pres. W. F. Dillon, Sec. W. T. Crawford, Treas. W. J. Bayersdorffer, Gen. Man. L. M. Levinson, Ch. Engr. of Power Sta. E. N. Denham, Mast. Mech. Ed. Neatherland.

**GENERAL OFFICE**, Market St., Shreveport, La.

Date of information, Jan., 1903.

d

### THIBODAUX.

Population in 1900, 3253.

**New Orleans & Southwestern Railroad Co.**—This company was organized to build an electric railway 120 miles in length, from New Orleans to Thibodaux, Lockport, Raceland, Houma, and Schreiner. The company will furnish power for lighting.

**OFFICERS**.—Pres. P. C. Shaver, Thibodaux; 1st V. Pres. L. H. Suthon, Houma, La.; 2d V. Pres. H. S. Smith, Sec. Thos. H. Badaux, Treas. L. H. Lankaster, Gen. Man., Elec. & Pur. Agt. C. P. Young.

**GENERAL OFFICE**, Thibodaux, La.

Date of information, Jan., 1903.

d

## MAINE.

### AUGUSTA.

Population in 1880, 8,665, in 1890, 10,521, in 1900, 12,500; estimated population served by the road, 25,000.

**Augusta, Winthrop & Gardiner Railway Co.**—This company is the successor to the Augusta Hallowell & Gardiner R. R. Co., which was chartered Mar. 18, 1889, in perpetuity. Annual meeting 3d Monday in July. This road reaches Augusta, Hallowell, Gardiner, Farmingdale and Togus.

**CAPITAL STOCK**, authorized, \$150,000, issued, \$120,000; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 6 p. c. coupon bonds, \$109,500; dated July 1, 1890, due 1910; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

Second mortgage 4 p. c. coupon bonds, \$239,500, due 1951.

**OPERATION**.—Year ending June 30,

|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....         | \$40,620 | \$39,770 | \$38,748 | \$41,553 | \$60,110 |
| Operating expenses.....     | 22,072   | 23,245   | 27,397   | 28,316   | 34,664   |
| Earnings from operation.... | 18,548   | 16,525   | 11,351   | 13,237   | 25,446   |
| Deductions from earnings.   |          |          |          |          |          |
| Interest on bonds.....      | 9,000    | 8,625    | 8,250    | 8,250    | 10,222   |
| " " unfunded debt.          |          |          |          |          | 928      |
| Taxes.....                  | 385      | 393      | 396      | 387      | 489      |
| Net income.....             | 9,160    | 7,507    | 2,705    | 4,600    | 13,807   |
| Dividends paid.....         | 4,800    | 4,800    | 4,800    | 4,800    | 2,400    |
| To surplus account.....     | 4,360    | 2,707    | *2,095   | *200     | 11,407   |
| Total surplus account.....  | 28,952   | 31,659   | 29,564   | 29,346   | 27,347   |
| *Deficit.                   |          |          |          |          |          |

#### OPERATING EXPENSES.

Year ending June 30,

|                            | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|----------|
| Maint. way and str'ct..... | \$ 3,649 | \$ 4,245 | \$ 6,143 | \$ 5,236 | \$ 4,907 |
| " equipment.....           | 2,864    | 3,410    | 3,299    | 3,227    | 4,360    |
| Conducting trans.....      | 13,169   | 13,296   | 15,281   | 15,739   | 19,938   |
| General expenses.....      | 2,390    | 2,294    | 2,674    | 4,114    | 3,459    |
| Total.....                 | \$22,072 | \$23,245 | \$27,397 | \$28,316 | \$34,664 |

#### STATISTICS OF TRAFFIC.

|                           | 1898.   | 1899.   | 1900.   | 1901.   | 1902.     |
|---------------------------|---------|---------|---------|---------|-----------|
| Passengers carried.....   | 816,115 | 809,586 | 788,351 | 825,903 | 1,192,748 |
| Car miles run.....        | 201,534 | 201,019 | 198,746 | 204,717 | 329,588   |
| Gross rec'ts per car mile | \$ .201 | \$ .197 | \$ .195 | \$ .203 | \$ .182   |
| Op. ex. per car mile..... | .109    | .115    | .138    | .138    | .105      |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road and equip..... | \$174,964 | \$174,964 | \$174,964 | \$174,964 | \$310,786 |
| Permanent improv.....       | 13,917    | 17,812    | 21,542    | 21,275    |           |
| Land.....                   |           |           |           | 650       | 695       |
| New const. and equip..      |           |           |           | 76,937    |           |
| Cash and current assets.    | 8,768     | 6,558     | 7,145     | 2,157     | 4,849     |
| Materials and supplies..    | 5,499     | 5,213     | 4,875     | 8,511     | 7,554     |
| Profit and loss (deficit).. | 74,664    | 71,956    | 73,055    | 73,901    | 76,548    |
| Total.....                  | \$277,812 | \$276,503 | \$282,181 | \$358,394 | \$400,433 |

#### LIABILITIES.

|                          | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$120,000 | \$120,000 | \$120,000 | \$120,000 | \$120,000 |
| Funded debt.....         | 150,000   | 150,000   | 150,000   | 150,000   | 250,000   |
| Accrued interest.....    | 4,635     | 4,200     | 4,260     | 4,358     |           |
| Current liabilities..... | 3,177     | 2,303     | 7,021     | 84,036    | 30,433    |
| Total.....               | \$277,812 | \$276,503 | \$282,181 | \$358,394 | \$400,433 |

**PLANT AND EQUIPMENT**.—Miles of track (electric), 13.11; gauge, 4 ft. 8½ in.; 40 lb. T and 75 lb. girder rail; 18 motor cars, 1 snow plow; Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Brill and Remis trucks.

**OFFICERS**.—Pres. J. Manchester Haynes, Sec. H. M. Heath, Treas. & Gen. Man. Geo. E. Macomber, Gen. Supt. L. F. Taylor, Hallowell.

**DIRECTORS**.—J. Manchester Haynes, Geo. E. Macomber, H. G. Staples, F. S. Thorne, Thomas J. Lynch, Fred. G. Kinsman, John F. Hill.

**GENERAL OFFICE**.—Augusta, Me. Operating office, Hallowell, Me. Date of information, Sept., 1902.

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### BANGOR.

Population in 1880, 16,856, in 1890, 19,103, in 1900, 21,968.

**Bangor Street Railway Co.**—Chartered Oct., 1889. Annual meeting second Tuesday in Aug. This property is owned and operated by Public Works Co., which also owns and operates the property formerly owned by the Bangor Electric Light & Power Co., the Penobscot Water & Power Co. and the Brewer Water Co. These properties, with the Bangor Street Ry. Co., were consolidated June 1, 1891, by special legislative authority. The street railway runs in Bangor and to Brewer, a distance of 10.25 miles.

**CAPITAL STOCK**, of Public Works Co., apportioned to railway property, authorized and issued \$200,000; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage (street railway company) bonds, authorized and issued, \$200,000; dated Aug. 1, 1889, due 1909; int. 6 p. c. on \$158,000, payable Feb. and Aug., and 5 p. c. on \$42,000, payable Jan. and July; trustee of mortgage, International Trust Co., of Boston

**OPERATION**.—Year ending June 30,

|                                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....                             | \$65,291 | \$63,674 | \$65,171 | \$67,155 | \$65,888 |
| Operating expenses.....                         | 54,164   | 49,099   | 50,547   | 51,331   | 63,174   |
| Earnings from operation....                     | 11,127   | 14,575   | 14,624   | 15,824   | 2,714    |
| Deductions from earnings.                       |          |          |          |          |          |
| Interest on bonds.....                          | 12,000   | 12,000   | 10,000   | 10,000   | 10,000   |
| Taxes.....                                      | 787      | 881      | 841      | 958      | 1,101    |
| Net income.....                                 | *1,660   | 1,694    | 3,783    | 4,866    | *8,387   |
| Total surplus.....                              | *11,038  | *9,344   | *5,561   | *695     | *9,081   |
| Per cent. operating exp. to total receipts..... | 83.0     | 77.1     | 77.5     | 76.4     | 99.1     |
| * Deficit.                                      |          |          |          |          |          |

#### STATISTICS OF TRAFFIC.

|                             | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Year ending June 30,        |           |           |           |           |
| Passengers carried.....     | 1,522,966 | 1,563,051 | 1,309,518 | 1,208,216 |
| Car miles run.....          | 380,108   | 389,624   | 372,892   | 346,574   |
| Gross receipts per car mile | \$ .167   | \$ .167   | \$ .180   | \$ .190   |
| Oper'g exps per car mile    | .129      | .12       | .138      | .182      |

**BALANCE SHEET**.—The Public Works Co. assumes all liabilities, it being impossible to determine correct data of assets and liabilities of the Bangor St. Ry. separate from the other constituent companies.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 10.8; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 28 motor cars; 3 snow plows; Gen. Elec. dynamos and motors, Brill, Jones and Ellis cars.

**OFFICERS**.—Pres. C. F. Woodard, Sec. & Pur. Agt. J. W. Cartwright Jr., Treas. & Gen. Man. John R. Graham, Supt. W. H. Snow, Supt. of Construction, Jas. H. Green, Aud. F. D. Oliver.

**DIRECTORS**.—James H. Cutler, C. F. Woodard, James W. Cartwright, Jr.

**GENERAL OFFICE**, Bangor, Me.

**REFERENCE**.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**Bangor, Orono & Oldtown Railway Co.**—This road reaches Bangor, Veazie, Orono, Old Town and Great Works, and is operated by Public Works Co.

CAPITAL STOCK, authorized, \$250,000, issued, \$125,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$125,000; dated 1895, due 1915; int. payable semi-annually.

OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$61,251 | \$46,196 | \$49,235 | \$52,594 | \$57,230 |
| “ other sources.....         | 2,425    | 2,987    | 1,352    | 1,062    | 450      |
| “ total.....                 | 63,676   | 49,183   | 50,587   | 53,656   | 57,680   |
| Operating expenses.....      | 56,231   | 35,668   | 36,674   | 38,073   | 65,224   |
| Earnings from operation....  | 7,445    | 13,515   | 13,913   | 15,583   | *7,544   |
| Deductions from earnings.    |          |          |          |          |          |
| Interest on funded debt.     | 7,500    | 7,500    | 7,500    | 7,500    | 7,500    |
| Taxes .....                  | 751      | 870      | 464      | 715      | 480      |
| Other deductions.....        | 1,484    | 5,011    | 759      | 1,715    | 2,329    |
| Net income.....              | *2,290   | .134     | 5,190    | 5,653    | *17,853  |
| Dividends paid.....          | 8,000    |          |          |          |          |

|                         |         |     |       |         |         |
|-------------------------|---------|-----|-------|---------|---------|
| To surplus account..... | *10,290 | 134 | 5,190 | 5,653   |         |
| Total surplus.....      | 262     | 395 | 5,585 | *20,027 | *37,880 |
| *Deficit.               |         |     |       |         |         |

#### OPERATING EXPENSES.

| Year ending June 30,             | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| General expenses.....            | \$ 3,959 | \$ 3,030 | \$ 2,790 | \$ 4,040 |
| Transportation expenses.....     | 24,527   | 24,403   | 23,908   | 29,968   |
| Maint. of roadway and buildings. | 3,156    | 4,485    | 5,038    | 23,413   |
| “ “ equipment.....               | 4,026    | 4,666    | 6,337    | 7,804    |
| Total .....                      | \$35,668 | \$36,674 | \$38,073 | \$65,224 |

#### STATISTICS OF TRAFFIC.

Year ending June 30,

|                      | 1898.     | 1899.   | 1900.   | 1901.     | 1902.     |
|----------------------|-----------|---------|---------|-----------|-----------|
| Passengers carried   | 1,225,028 | 943,927 | 984,700 | 1,028,874 | 1,152,848 |
| Car miles run.....   | 408,570   | 353,007 | 337,254 | 324,187   | 308,839   |
| Total rcpts car mile | \$.156    | \$.147  | \$.150  | \$.165    | \$.186    |
| Op. ex. per car mile | .138      | .101    | .109    | .117      | .211      |

BALANCE SHEET.—Dated June 30,

| ASSETS.                    | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road & equip....   | \$229,885 | \$246,383 | \$246,533 | \$257,770 | \$265,846 |
| Other perman't invest..    | 16,500    |           |           |           |           |
| Cash and cur. assets....   | 1,535     | 658       | 3,328     | 5,451     | 24,928    |
| Materials and supplies.    | 4,183     | 1,000     | 1,000     |           | 97        |
| Profit and loss (deficit). | 14,802    | 15,623    | 32,055    | 20,027    | 37,880    |
| Total .....                | \$266,905 | \$263,664 | \$282,916 | \$283,248 | \$328,750 |

#### LIABILITIES.

|                          |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$100,000 | \$100,000 | \$100,000 | \$125,000 | \$125,000 |
| Funded debt.....         | 125,000   | 125,000   | 125,000   | 125,000   | 125,000   |
| Loans & bills payable..  | 41,905    | 38,664    | 32,916    | 20,009    | 57,200    |
| Current liabilities..... |           |           |           | 8,629     | 21,339    |
| Accrued liabilities..... |           |           |           | 4,619     | 211       |

Total .....

PLANT AND EQUIPMENT.—Miles of track (electric), 15.45; 17 motor cars, 2 snow plows, 1 construction car.

OFFICERS.—Pres. & Treas. James H. Cutler, Sec. A. J. Durgin, Gen. Man. John R. Graham, Pur. Agt. J. W. Cartwright, Jr., Supt. of Operation Wm. H. Snow, (Bangor); Supt. of Construction James H. Green, (Bangor); Audr. F. D. Oliver.

DIRECTORS.—James H. Cutler, Egerton R. Burpee, Chas. D. Stanford, James W. Cassidy, Bangor, Me.; A. J. Durgin, Orono, Me.; J. F. Webster, G. T. Sewell, Oldtown, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Mar., 1903.

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**Bangor, Hampden & Winterport Railway Co.**—Chartered in 1897. Annual meeting first Thursday in August. This road is operated by Public Works Co.

CAPITAL STOCK, authorized, \$500,000, issued, \$60,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$300,000, issued, \$40,000; dated Sept. 15, 1897, due 1917.

OPERATION.—Year ending June 30,

|                                | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------|----------|----------|
| Receipts from passengers ..... | \$20,609 | \$24,086 | \$23,589 | \$23,848 |
| “ from other sources.....      | 1,975    | 2,731    | 1,114    | 2,833    |
| “ total.....                   | 22,584   | 26,817   | 24,703   | 26,681   |
| Operating expenses.....        | 19,535   | 22,986   | 15,461   | 22,640   |
| Earnings from operation.....   | 3,049    | 3,831    | 9,242    | 4,041    |

|                              |       |       |       |       |
|------------------------------|-------|-------|-------|-------|
| Deductions from earnings.    | 1899. | 1900. | 1901. | 1902. |
| Interest on funded debt..... | 2,000 | 2,000 | 2,000 | 2,000 |
| Taxes.....                   |       |       |       | 119   |
| Other deductions.....        | 278   | 624   | 6,676 | 599   |
| To surplus account.....      | 771   | 1,207 | 566   | 1,324 |
| Total surplus account.....   | 674   | 1,881 | 2,448 | 3,771 |

#### OPERATING EXPENSES.

| Year ending June 30,             | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| General expenses.....            | \$ 6,560 | \$ 9,217 | \$ 1,784 | \$ 8,191 |
| Transportation expenses.....     | 10,404   | 11,061   | 11,610   | 10,501   |
| Maint. of roadway and buildings. | 1,604    | 1,783    | 1,262    | 2,347    |
| “ “ equipments.....              | 967      | 925      | 804      | 1,601    |
| Total.....                       | \$19,535 | \$22,986 | \$15,460 | \$22,640 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,              | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------|---------|---------|---------|---------|
| Passengers carried.....           | 397,560 | 464,722 | 397,336 | 435,721 |
| Car miles run.....                | 113,630 | 105,410 | 99,881  | 96,052  |
| Total receipts per car mile.....  | \$.198  | \$.254  | \$.247  | \$.277  |
| Operating expenses per car mile.. | .172    | .217    | .155    | .235    |

BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equip.....  | \$108,994 | \$109,266 | \$109,778 | \$110,096 |
| Other permanent invest....   | 5,610     | 5,942     | 6,195     | 6,195     |
| Cash and current assets..... | 1,233     | 2,648     | 2,621     | 3,625     |
| Material and supplies.....   | 1,055     | 981       | 1,391     | 503       |
| Total.....                   | \$116,892 | \$118,837 | \$119,986 | \$120,419 |

#### LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Funded debt.....               | 40,000    | 40,000    | 40,000    | 40,000    |
| Loans and bills payable.....   |           |           |           | 16,584    |
| Current liabilities.....       | 15,635    | 16,373    | 17,357    |           |
| Accrued liabilities.....       | 583       | 583       | 181       | 64        |
| Profit and loss (surplus)..... | 674       | 1,881     | 2,448     | 3,771     |

Total.....

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 10, authorized total, 37; gauge, 4 ft. 8½ in.; 10 motor cars, 1 snow plow; 22 motors; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. H. L. Mitchell, Bangor, Me.; Sec. H. W. Mayo, Hampden, Me.; Treas. Chas. D. Stanford, Bangor, Me.; Gen. Man. John R. Graham, Pur. Agt. J. W. Cartwright, Jr., Supt. of Construction James H. Green, Bangor, Me.; Supt. of Operation W. H. Snow, Bangor, Me.; Aud. F. D. Oliver.

DIRECTORS.—Henry L. Mitchell, J. Waterman, C. D. Stanford, J. H. Cutler, H. C. Chapman, Julius Waterman, of Bangor, Me.; H. W. Mayo, Hampden, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Mar., 1903.

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**Penobscot Central Railway Co.**—This road extends from Bangor through the villages of Kenduskeag and Corinth to Charleston. Annual meeting second Tuesday in Oct. The line has been equipped with electricity and commenced operation May 1, 1901.

CAPITAL STOCK, authorized, \$250,000; issued, Nov., 1901, \$92,600.

FUNDED DEBT.—First mortgage 5 p. c. sinking fund gold bonds, authorized and issued, \$250,000; coupon, but may be registered; dated Dec. 2, 1901, due 1921; denom. \$1,000 and \$500; int. payable June and Dec., at office of the State Street Trust Co., Boston, Mass.

OPERATION.—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$14,777 |
| “ “ freight.....              | 14,171   |
| “ other sources.....          | 795      |
| “ total.....                  | 29,743   |
| Operating expenses.....       | 18,108   |
| Earnings from operation.....  | 11,635   |
| Deductions from earnings.     |          |
| Taxes.....                    | 172      |
| Interest.....                 | 6,344    |
| Net earnings.....             | 5,119    |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 1,930 |
| Maintenance of way and structures..... | 2,128    |
| “ “ equipment.....                     | 775      |
| Transportation expenses.....           | 13,275   |
| Total.....                             | \$18,108 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |         |
|--------------------------------------|---------|
| Passengers carried.....              | 295,548 |
| Car miles run.....                   | 58,971  |
| Total receipts per car mile.....     | \$.504  |
| Operating expenses per car mile..... | .307    |

Please note date of information at end of each report.

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        |  | 1901.     | 1902.     |
|--------------------------------|--|-----------|-----------|
| Cost of road.....              |  | \$256,381 | \$278,204 |
| Cost of equipment.....         |  | 81,063    | 86,025    |
| Land and buildings.....        |  | 44,810    | 45,570    |
| Other permanent invest.....    |  | 12,609    | 12,609    |
| Cash and current assets.....   |  |           | 1,656     |
| Profit and loss (deficit)..... |  | 105,137   | 95,519    |
| Total.....                     |  | \$500,000 | \$519,583 |
| LIABILITIES.                   |  |           |           |
| Capital stock.....             |  | \$250,000 | \$250,000 |
| Funded debt.....               |  | 250,000   | 250,000   |
| Current liabilities.....       |  |           | 17,500    |
| Accrued liabilities.....       |  |           | 2,083     |
| Total.....                     |  | \$500,000 | \$519,583 |

PLANT AND EQUIPMENT.—Miles of track (electric), 27.31; gauge, 4 ft. 8½ in.; 25 cars, of which 5 are passenger cars and 20 freight cars; 6 motors, 1 snow plow.

OFFICERS.—Pres. & Gen. Man. F. O. Beal, Sec. & Gen. Counsel E. C. Ryder, Treas. F. H. Small.

DIRECTORS.—F. O. Beal, E. C. Ryder, Chas. L. Ayling, Geo. Bramwell Baker, Phillip Young.

GENERAL OFFICE, Bangor, Me.

Date of information, Mar., 1903.

## BIDDEFORD.

Population in 1880, 12,651, in 1890, 14,443, in 1900, 16,145.

Biddeford & Saco Railroad Co.—Chartered Feb. 19, 1887, in perpetuity. Annual meeting in July.

CAPITAL STOCK, authorized, \$100,000, issued, \$50,000; par value, \$50 per share.

FUNDED DEBT.—New first mortgage 4 p. c. gold bonds, authorized \$300,000, issued \$150,000; in treasury for betterments, etc., \$150,000; dated 1900, due 1940; denom. \$1,000.

## OPERATION.—Year ending June 30,

|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....           | \$24,958 | \$30,656 | \$31,572 | \$42,799 | \$48,870 |
| Operating expenses.....       | 16,731   | 16,381   | 20,803   | 30,013   | 31,955   |
| Earnings from operation...    | 8,227    | 14,275   | 10,769   | 12,786   | 16,915   |
| Deductions from earnings.     |          |          |          |          |          |
| Interest on bonds.....        | 5,400    | 5,400    | 5,112    | 6,000    | 6,000    |
| " float. debt.....            | 1,282    | 1,114    | 1,597    | 281      | 428      |
| Taxes.....                    | 327      | 533      | 466      | 420      | 515      |
| Net income.....               | 1,218    | 7,228    | 3,595    | 6,085    | 9,971    |
| Credits to profit and loss... |          |          | 1,415    |          |          |
| Total surplus.....            | *7,584   | *356     | 4,654    | 10,739   | 20,735   |
| * Deficit.                    |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30,        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Maint. way and structure... | \$1,536  | \$1,848  | \$1,829  | \$4,082  | \$3,474  |
| " of equipment.....         | 2,642    | 1,039    | 2,346    | 1,579    | 740      |
| Conducting trans.....       | 10,595   | 11,733   | 13,730   | 22,174   | 23,895   |
| General expenses.....       | 2,558    | 1,761    | 2,898    | 2,177    | 3,846    |
| Total.....                  | \$16,731 | \$16,381 | \$20,803 | \$30,013 | \$31,955 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....       | 337,860 | 414,505 | 442,665 | 615,874 | 728,909 |
| Car miles run.....            | 136,312 | 167,480 | 170,780 | 276,537 | 309,106 |
| Gross receipts per car mile.. | \$.183  | \$.183  | \$.185  | \$.155  | \$.154  |
| Operating exps. per car mile. | .122    | .097    | .121    | .109    | .103    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                      |  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|--|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....            |  | \$67,355  | \$67,355  | \$94,010  | \$116,849 | \$116,876 |
| " equipment.....             |  | 39,512    | 39,509    | 54,035    | 59,102    | 59,366    |
| Cash assets.....             |  | 2,253     | 3,035     | 54,188    | 1,714     | 2,600     |
| Sinking fund.....            |  | 14,000    | 15,800    |           |           |           |
| Land and buildings.....      |  | 27,460    | 27,460    | 33,921    | 42,162    | 51,893    |
| Profit and loss (deficit)... |  | 7,584     | 356       |           |           |           |
| Total.....                   |  | \$158,164 | \$153,515 | \$236,154 | \$219,827 | \$230,735 |

## LIABILITIES.

|                           |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
| Capital stock.....        | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$50,000 |
| Funded debt.....          | 90,000   | 90,000   | 150,000  | 150,000  | 150,000  |
| Other liabilities.....    | 28,164   | 23,515   | 41,500   | 19,088   | 10,000   |
| Profit and loss (surplus) |          |          | 4,654    | 10,739   | 20,735   |

Total.....\$158,164 \$153,515 \$236,154 \$219,827 \$230,735

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25; gauge, 4 ft. 8½ in.; 50 lb. T and 90 lb. girder rail; 16 motor cars and 8 trail cars, 2 snow plows and 4 other vehicles; West. engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. Chas. H. Prescott, Sec. & Treas. Eugene F. Lord, Gen. Man. E. A. Newman, Portland; Supt. W. A. Worthing, Ch. Engr. T. W. Greene.

DIRECTORS.—Chas. H. Prescott, Carlos Heard, Biddeford; H. P. Garland, Saco; Wm. G. Davis, Wm. R. Wood, Chas. F. Libby, Edward A. Newman, Ammi Whitney, Wm. A. Wheeler, Chas. S. Fobes, Portland, Me.

GENERAL OFFICE, 154 Main St., Biddeford.

Date of information, Sept., 1902.

## CALAIS.

Population in 1880, 6,173, in 1890, 7,290, in 1900, 8,000.

Calais Street Railway Co.—Chartered Mar. 17, 1893. This company owns and operates the St. Stephen Electric Street Ry. of St. Stephen and Milltown, N. B. Annual meeting third Tuesday in July.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$100,000; dated, July 1, 1898, due, 1918; int. payable Jan. and July.

## OPERATION.—Year ending June 30,

|                                    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers...        | \$22,965 | \$21,861 | \$23,936 | \$23,960 | \$26,172 |
| " other sources.....               | 287      | 431      | 425      | 416      | 618      |
| " total.....                       | 23,252   | 22,292   | 24,361   | 24,376   | 26,790   |
| Operating expenses.....            | 18,509   | 18,130   | 20,404   | 21,343   | 20,723   |
| Earnings from operation...         | 4,743    | 4,162    | 3,957    | 3,033    | 6,067    |
| Discount on accrued interest.      |          | 3,007    |          |          |          |
| Deductions from earnings.          |          |          |          |          |          |
| Interest on bonds.....             | 6,000    | 5,000    |          | 5,000    | 5,000    |
| Taxes.....                         | 132      | 278      | 5,680    | 509      | 483      |
| Other deductions.....              | 398      | 497      |          | 120      | 118      |
| Net income.....                    | *1,787   | 1,394    | *1,723   | *2,597   | 466      |
| Total deficit.....                 | 10,151   | 8,757    | 10,700   | 13,297   | 12,831   |
| Per ct. op. exp. to total recpts.. | 79.9     | 81.3     | 83.7     | 87.5     | 77.3     |
| * Deficit.                         |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |          |
|----------------------------|----------|----------|----------|----------|----------|
| General expenses.....      | \$ 3,200 | \$ 2,955 | \$ 4,337 | \$ 3,741 | \$ 3,683 |
| Maint. of way & bldgs...   | 1,751    | 1,554    | 1,652    | 2,665    | 2,219    |
| " equipment...             | 2,935    | 2,572    | 2,787    | 3,106    | 2,994    |
| Transportation expenses.   | 10,623   | 11,049   | 11,628   | 11,832   | 11,826   |
| Total.....                 | \$18,509 | \$18,130 | \$20,404 | \$21,343 | \$20,723 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1898.  | 1899.   | 1900.   | 1901.   | 1902.   |         |
|-----------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....     | 485,613 | 449,531 | 482,004 | 482,241 | 546,760 |
| Car miles run.....          | 183,960 | 183,960 | 183,960 | 183,960 | 183,960 |
| Total rec'ts per car mile.. | \$.126  | \$.121  | \$.132  | \$.133  | \$.145  |
| Op. exp. per car mile....   | .100    | .098    | .111    | .116    | .113    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                    |  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|--|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....          |  | \$149,000 | \$149,000 | \$149,000 | \$149,000 | \$149,000 |
| Cost of equipment.....     |  | 19,800    | 19,800    | 19,800    | 19,800    | 19,800    |
| Other perm. invest....     |  | 31,200    | 31,200    | 31,200    | 31,200    | 31,200    |
| Cash & current assets.     |  | 532       | 1,022     |           | 138       |           |
| Profit and loss (deficit). |  | 10,151    | 8,757     | 10,700    | 13,297    | 12,831    |
| Total.....                 |  | \$210,683 | \$209,779 | \$210,700 | \$213,435 | \$212,831 |

## LIABILITIES.

|                          |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....         | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Current liabilities..... | 9,543     | 6,683     | 4,500     | 4,500     | 2,500     |
| Accrued liabilities..... | 1,140     | 3,096     | 6,200     | 8,935     | 10,331    |
| Total.....               | \$210,683 | \$209,779 | \$210,700 | \$213,435 | \$212,831 |

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 48 lb. T rail; 7 motor cars; Edison dynamos and West. motors, Ball engines, Briggs and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. A. Curran, Treas. & Gen. Man. Chas. W. Young, Sec., Supt. & Pur. Agt. Chas. F. Pray.

DIRECTORS.—Geo. A. Curran, Chas. F. Pray, C. W. Young, Calais, Me.

GENERAL OFFICE, Calais, Me.

Date of information, Mar., 1903.

Please note date of information at end of each report.

## FAIRFIELD.

Population in 1880, 3,044, in 1890, 3,519, in 1900, 3,928.

**Benton & Fairfield Railway Co.**—Chartered June 28, 1898. Annual meeting third Thursday in June. This road commenced operation Dec. 7, 1898, doing a general passenger and freight business.

CAPITAL STOCK, authorized and issued, \$20,000; par value, \$100 per share.

## OPERATION.—Year ending June 30,

|                                     | 1900.   | 1901.   | 1902.   |
|-------------------------------------|---------|---------|---------|
| Receipts from passengers.....       | \$2,387 | \$2,268 | \$2,614 |
| "    freight.....                   |         |         | 12,039  |
| "    other sources.....             | 4,172   | 5,823   | 236     |
| "    total.....                     | 6,559   | 8,092   | 14,889  |
| Operating expenses.....             | 5,965   | 6,997   | 9,042   |
| Earnings from operation.....        | 594     | 1,114   | 5,847   |
| Deductions from earnings.           |         |         |         |
| Interest and discount on loans..... | 750     | 1,055   | 3,292   |
| Taxes.....                          |         | 40      | 51      |
| Net income.....                     | *156    | 19      | 2,504   |
| *Deficit from operation.            |         |         |         |

## OPERATING EXPENSES.

## Year ending June 30, 1902.

|                                        |         |
|----------------------------------------|---------|
| General expenses.....                  | \$ 340  |
| Maintenance of way and structures..... | 1,770   |
| "    equipment.....                    | 6,932   |
| Transportation expenses.....           |         |
| Total.....                             | \$9,042 |

## STATISTICS OF TRAFFIC.

## Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 52,282  |
| Car miles run.....                   | 12,689  |
| Total receipts per car mile.....     | \$ .118 |
| Operating expenses per car mile..... | .071    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                          | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| Cost of road.....                | \$10,919 | \$20,838 | \$30,177 | \$31,093 |
| "    equipment.....              | 4,319    | 3,879    | 10,122   | 10,541   |
| Other permanent investments..... | 4,276    | 3,577    | 3,599    | 3,709    |
| Materials and supplies.....      |          |          | 12,180   | 1,200    |
| Cash and current assets.....     |          | 1,580    | 124      | 174      |
| Profit and loss (deficit).....   | 9,381    |          | 1,524    |          |
| Total.....                       | \$28,895 | \$42,054 | \$45,545 | \$46,718 |
| LIABILITIES.                     |          |          |          |          |
| Capital stock.....               | \$12,000 | \$12,000 | \$20,000 | \$20,000 |
| Loans and bills payable.....     | 16,667   | 30,054   | 25,545   | 25,518   |
| Current liabilities.....         | 228      |          |          |          |
| Profit and loss (surplus).....   |          |          |          | 1,200    |
| Total.....                       | \$28,859 | \$42,054 | \$45,545 | \$46,718 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.37; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; West. dynamos and motors.

OFFICERS.—Pres. Chas. D. Brown, Sec. & Gen. Man. H. M. Mansfield, Treas. E. W. Heath, Supt. Arthur Reynolds, Benton, Me.

DIRECTORS.—C. D. Brown, Salem, Mass.; Elisha Morgan, Springfield, Mass.; H. M. Mansfield, Fairfield, Me.; Edward W. Heath, Waterville, Me.

GENERAL OFFICE, Fairfield, Me.

Date of information, Mar., 1903.

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## FRYEBURG.

Population in 1880, 1,633, in 1890, 1,418, in 1900, 1,376.

**Fryeburg Horse Railroad Co.**—Chartered Mar. 3, 1887, for 20 years. Municipal franchise granted July, 1887, for 20 years. Annual meeting first Tuesday in June.

CAPITAL STOCK, authorized, \$20,000, issued, \$5,175; par value, \$25 per share.

## OPERATION.—Year ending June 30,

|                              | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. |
|------------------------------|-------|-------|-------|-------|-------|-------|
| Gross receipts.....          | \$692 | \$502 | \$614 | \$668 | \$601 | \$730 |
| Operating expenses.....      | 638   | 386   | 472   | 519   | 505   | 659   |
| Earnings from operation..... | 54    | 116   | 142   | 149   | 96    | 71    |
| Deductions from income.....  | 107   | 102   | 103   | 150   | 97    | 69    |
| Net income.....              | *53   | 14    | 39    | *1    | *1    | 2     |
| Total surplus.....           | *6    |       |       |       | 51    | 23    |
| *Deficit.                    |       |       |       |       |       |       |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------|---------|---------|---------|---------|---------|---------|
| Cost of road.....           | \$6,492 | \$6,492 | \$6,492 | \$6,492 | \$6,492 | \$4,472 |
| "    equipment.....         | 958     | 958     | 834     | 794     | 794     | 906     |
| "    land and bldgs....     | 224     | 224     | 224     | 224     | 224     | 296     |
| Cash and current assets.... |         |         |         |         |         | 46      |
| Total.....                  | \$7,674 | \$7,674 | \$7,550 | \$7,510 | \$7,556 | \$5,675 |

## LIABILITIES.

|                             |         |         |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|---------|---------|
| Capital stock.....          | \$5,075 | \$5,075 | \$5,075 | \$5,075 | \$5,075 | \$5,175 |
| Other liabilities.....      | 785     | 727     | 627     | 573     | 498     | 477     |
| Profit and loss (surp.).... | 1,814   | 1,872   | 1,848   | 1,862   | 1,983   | 22      |
| Total.....                  | \$7,674 | \$7,674 | \$7,550 | \$7,510 | \$7,556 | \$5,675 |

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 16 lb. steel T rail; 1 horse, 4 horse cars.

OFFICERS.—Pres. George B. James, Sec. & Treas. Edward E. Hastings, Supt. A. Crosby Kennett.

DIRECTORS.—Geo. B. James, E. C. Farrington, A. Crosby Kennett, Henry Andrews, Edward E. Hastings.

GENERAL OFFICE, Fryeburg, Me.

Date of information, Sept., 1902.

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## KENNEBUNKPORT.

Population in 1890, 2,196, in 1900, 2,123.

**Atlantic Shore Line Railway Co.**—This company commenced operation July 4, 1900.

CAPITAL STOCK, authorized, \$50,000, issued, \$30,000.

## OPERATION.—Year ending June 30,

|                              | 1901.   | 1902.   |
|------------------------------|---------|---------|
| Gross receipts.....          | \$3,685 | \$4,638 |
| Operating expenses.....      | 1,712   | 2,781   |
| Earnings from operation..... | 1,973   | 1,857   |
| Total surplus.....           |         | 3,830   |

## STATISTICS OF TRAFFIC.

| Year ending June 30,    | 1901.  | 1902.  |
|-------------------------|--------|--------|
| Passengers carried..... | 73,709 | 92,758 |
| Car miles run.....      | 26,064 | 26,064 |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1901.    | 1902.    |
|-----------------------------|----------|----------|
| Cost of road.....           | \$27,589 | \$29,311 |
| "    equipment.....         | 4,700    | 4,700    |
| Other permanent invests.... | 700      |          |
| Land and buildings.....     | 640      | 2,422    |
| Cash.....                   | 181      | 135      |
| Total.....                  | \$33,809 | \$36,567 |

## LIABILITIES.

|                               |          |          |
|-------------------------------|----------|----------|
| Capital stock.....            | \$30,000 | \$30,000 |
| Profit and loss (surplus).... | 3,809    | 6,567    |
| Total.....                    | \$33,809 | \$36,567 |

PLANT AND EQUIPMENT.—Miles of track (electric), 1.60; 2 motor cars.

OFFICERS.—Pres. Ernest M. Goodall, Treas. L. B. Goodall, Gen. Man. & Supt. I. L. Meloon, Clerk & Gen. Counsel F. J. Allen.

DIRECTORS.—E. M. Goodall, L. B. Goodall, G. B. Goodall, F. J. Allen, C. A. Bodwell, all of Sanford, Me.

GENERAL OFFICE, Kennebunkport, Me.

Date of information, Sept., 1902.

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## LEWISTON.

Population in 1880, 19,083, in 1890, 21,701, in 1900, 23,761.

**Lewiston, Brunswick & Bath Street Railway Co.**—Chartered in 1897 in perpetuity. This company has purchased the entire property of the Brunswick Electric Ry. Co., and the Lewiston & Auburn Horse Ry. Co. In Sept., 1900, this company purchased the property of the Bath St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$627,100; par value, \$100 per share.

FUNDED DEBT.—Total \$1,000,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$845,000, in escrow, \$155,000; dated, 1898, due, 1918; denom. \$500 and \$1,000; int. payable Mar. and Sept., at office of Manufacturers' National Bank, of Lewiston, Me., trustee of mortgage.

Lewiston & Auburn Horse R. R. Co.'s first mortgage 5 p. c. gold bonds, outstanding, \$85,000; coupon, but may be registered; dated June 1, 1881, due 1911; int. payable June and Dec., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

Bath Street Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, \$300,000, issued, \$70,000; dated July 1, 1893, due 1913, but pay-

Please note date of information at end of each report.

able at option of company after July 1, 1898; denom. \$500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—The following is the report for the three properties since the consolidation for

| *Year ending June 30,       | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Total receipts .....        | \$214,001 | \$222,364 | \$221,532 | \$230,957 |
| Operating expenses .....    | 108,819   | 167,590   | 172,762   | 140,137   |
| Earnings from operation.... | 105,182   | 54,774    | 48,770    | 90,820    |
| Deductions from earnings.   |           |           |           |           |
| Interest on bonds.....      | 17,500    | 38,900    | 41,559    | 50,000    |
| Taxes.....                  |           | 3,221     | 3,856     | 3,912     |
| Rentals.....                |           | 11,750    | 8,583     |           |
| Other deductions.....       |           |           |           | 2,659     |
| Pleasure resort.....        |           |           | 26,355    | 26,891    |
| Net income.....             | 87,682    | 903       | 121,583   | 7,359     |
| Dividends paid .....        | 24,717    | 31,001    |           |           |
| To surplus account.....     |           | 130,108   |           |           |
| Debit profit and loss.....  |           | 23,849    | 14,816    |           |
| Total surplus account.....  | 51,297    | 12,660    | 114,934   | 7,876     |
| †Deficit.....               |           |           |           |           |

\*By an agreement, these properties were operated from July 1, 1898, to March 1, 1899, by a syndicate which received 50 p. c. of the gross receipts, less the interest on bonds and dividends, for operating the road. After March 1, 1899, the company paid its own operating expenses.

#### OPERATING EXPENSES.

| Year ending June 30,                   | 1901.     | 1902.     |
|----------------------------------------|-----------|-----------|
| General expenses.....                  | \$ 32,835 | \$ 13,603 |
| Transportation expenses.....           | 84,983    | 82,380    |
| Maintenance roadway and buildings..... | 23,307    | 16,398    |
| “ of equipment.....                    | 31,637    | 27,747    |
| Total.....                             | \$172,762 | \$140,137 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 4,231,885 | 4,237,065 |
| Car miles run.....                   | 1,122,959 | 1,083,822 |
| Total receipts per car mile.....     | \$ .190   | \$ .213   |
| Operating expenses per car mile..... | .153      | .129      |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| Total permanent invest....   | \$1,422,000 | \$1,571,000 | \$1,636,652 | \$1,643,326 |
| Cash .....                   | 62,965      | 29,161      | 18,595      | 21,938      |
| Other assets.....            |             | 5,528       | 10,456      | 6,762       |
| Profit and loss (deficit)... |             | 2,660       | 14,934      | 7,876       |
| Total.....                   | \$1,484,965 | \$1,608,649 | \$1,680,637 | \$1,679,901 |
| LIABILITIES.                 |             |             |             |             |
| Capital stock.....           | \$ 500,000  | \$ 627,100  | \$ 627,100  | \$ 627,100  |
| Funded debt.....             | 922,000     | 933,000     | 845,000     | 845,000     |
| Real estate mortgages...     |             |             | 155,000     | 155,000     |
| Accrued liabilities.....     | 11,667      | 14,845      | 15,338      | 15,338      |
| Current liabilities.....     |             |             | 38,200      | 37,464      |
| Profit and loss (surplus).   | 51,298      | 33,704      |             |             |
| Total.....                   | \$1,484,965 | \$1,608,649 | \$1,680,637 | \$1,679,901 |

PLANT AND EQUIPMENT.—Miles of track (electric), 56.18; gauge, 4 ft. 8½ in; 60 lb. and 90 lb. rail; 58 motor cars; West. and Walker motors, Briggs cars, Peckham and Brill trucks.

OFFICERS.—Pres. Herbert M. Heath, Augusta; V. Pres. Theo. L. Peters, N. Y. City; Clerk Charles L. Andrews, Augusta; Treas. M. H. Blackwell, Supt. F. C. Farr, Lewiston.

DIRECTORS.—A. H. Shaw, Bath, Me.; A. F. Gerald, E. J. Lawrence, Fairfield, Me.; Herbert M. Heath, Augusta; Theo. L. Peters, Englewood, N. J.; E. Burton Hart, Jr., N. Y. City; M. I. Masson, Brunswick.

GENERAL OFFICE, Brunswick, Me.

Date of information, Mar., 1903.

#### NORWAY.

Population in 1890, 1,737, in 1900, 2,034.

Norway & Paris Street Railway Co.—Chartered Dec., 1894. Annual meeting third Wednesday in Aug. This company commenced operation July 1, 1895.

CAPITAL STOCK, authorized and issued, \$25,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$18,000; due Jan. 1, 1916; denom. \$1,000; trustee of mortgage, Union Safe Deposit & Trust Co., of Portland, Me.

#### OPERATION.—Year ending June 30,

|                              | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|
| Gross receipts.....          | \$7,482 | \$5,961 | \$6,455 | \$5,459 | \$7,281 |
| Operating expenses.....      | 5,785   | 5,930   | 5,391   | 4,924   | 5,466   |
| Earnings from operation..... | 1,697   | 31      | 1,064   | 535     | 1,815   |
| Deductions from earnings.    |         |         |         |         |         |
| Interest on bonds.....       | 900     | 900     | 905     | 900     | 900     |
| Taxes.....                   | 65      | 74      | 70      | 54      | 64      |
| Net income.....              | 732     | *943    | 89      | *419    | 851     |
| To surplus account.....      | 732     |         |         |         |         |
| Total surplus account.....   | 1,369   | 426     | 515     | 105     | 956     |

#### OPERATING EXPENSES.

##### Year ending June 30, 1902.

|                                           |         |
|-------------------------------------------|---------|
| General expenses.....                     | \$ 456  |
| Maintenance of roadway and buildings..... | 866     |
| “ “ equipments.....                       | 846     |
| Transportation expenses.....              | 3,298   |
| Total.....                                | \$5,466 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....       | 172,831 | 120,632 | 143,235 | 110,064 | 139,909 |
| Car miles run.....            | 48,620  | 46,490  | 52,308  | 45,091  | 44,730  |
| Gross receipts per car mile.. | \$ .154 | \$ .128 | \$ .104 | \$ .121 | \$ .162 |
| Op. ex. per car mile.....     | .117    | .127    | .103    | .108    | .122    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|----------|
| Cost of road and equip.... | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 |
| Cash and current assets..  | 819      | 40       | 170      | 32       | 78       |
| Material and supplies....  | 244      | 354      | 470      | 1,402    | 178      |
| Other assets.....          | 597      | 768      | 952      |          | 1,351    |
| Total.....                 | \$44,660 | \$44,162 | \$44,592 | \$44,434 | \$44,607 |
| LIABILITIES.               |          |          |          |          |          |
| Capital stock.....         | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Funded debt.....           | 18,000   | 18,000   | 18,000   | 18,000   | 18,000   |
| Other liabilities.....     | 291      | 736      | 1,077    | 1,329    | 650      |
| Profit and loss (surplus). | 1,369    | 426      | 515      | 105      | 956      |
| Total.....                 | \$44,660 | \$44,162 | \$44,592 | \$44,434 | \$44,607 |

PLANT AND EQUIPMENT.—Miles of track (electric), 2.17; 5 motor cars; rent power.

OFFICERS.—Pres. Freeland Howe, Sec. J. F. Hill, Treas. H. L. Shepherd, Supt. W. J. Jones, Pur. Agt. Geo. E. Macomber.

DIRECTORS.—Freeland Howe, Elizabeth B. Beal, Norway; O. D. Baker, John F. Hill, Geo. E. Macomber, J. Manchester Haynes, Augusta; H. L. Shepherd, Rockport.

GENERAL OFFICE, Norway, Me.

Date of information, Mar., 1903.

#### PORTLAND.

Population in 1880 33,810, in 1890, 36,425, in 1900, 50,145.

Portland Railroad Co.—Chartered Mar. 19, 1863, for 25 years. Municipal franchise granted 1888 for 50 years. This company operates the Ocean Street R. R. Co. Annual meeting third Wednesday in Aug. This company in 1898 purchased the property of the Portland & Cape Elizabeth Ry. Co., in Dec., 1900, purchased the Portland & Yarmouth Electric Ry., and in Jan., 1901, purchased the Westbrook, Windham & Naples Ry.

Capital Stock, authorized, \$2,000,000, issued, \$1,997,200; par value \$100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized and issued, \$500,000; dated May 1, 1893, due 1913; denom. \$1,000; int. payable May and Nov., at First National Bank of Portland; trustees of mortgage, Franklin R. Barrett and E. A. Noyes.

Portland & Cape Elizabeth Railway Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, \$400,000, issued, \$400,000; dated Nov., 1895, due 1915; denom. \$1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

#### Operation.—Year ending June 30,

|                        | 1898.     | *1899.    | 1900.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass...  | \$300,237 | \$333,695 | \$410,365 | \$445,718 | \$558,704 |
| “ other sources .....  | 1,889     | 2,170     | 3,147     | 31,810    | 47,098    |
| “ total .....          | 302,126   | 335,865   | 413,512   | 477,598   | 605,802   |
| Operating expenses...  | 207,558   | 214,720   | 285,157   | 594,412   | 374,130   |
| Earn. from operation.. | 94,568    | 121,145   | 128,355   | 183,186   | 231,672   |

Please note date of information at end of each report.

|                                                 |        |        |        |        |        |
|-------------------------------------------------|--------|--------|--------|--------|--------|
| Deductions from earnings.                       | 1898.  | 1899.  | 1900.  | 1901.  | 1902.  |
| Interest .....                                  | 22,500 | 25,833 | 42,500 | 42,500 | 72,060 |
| Int. and dis. on unfund-<br>ed debt and loans.. | 2,565  |        | 4,209  | 8,222  | 5,817  |
| Taxes .....                                     | 6,454  | 4,079  | 9,954  | 8,953  | 12,891 |
| Other deductions....                            | 29,334 | 7,476  |        | 45,492 | 63,572 |
| Net income.....                                 | 33,715 | 83,757 | 71,691 | 78,019 | 77,332 |
| Dividends paid, 6 p.c..                         | 29,658 | 29,709 | 49,780 | 59,856 | 59,898 |
| To surplus account....                          | 4,057  | 54,048 | 21,911 | 18,163 | 17,434 |
| Credits to profit & loss.                       |        |        | 87,296 |        |        |

Total surplus account. 25,063 79,111 188,318 205,841 53,065  
 \*Including the Portland & Cape Elizabeth Ry. from Mar. 1 to June 30, 1899.

Dividends paid, 6 p. c. each year since 1890, in 1900, 5 p. c., in 1901, 6 p. c., in 1902, 3 p. c. on \$998,300 and 1½ p. c. on \$1,996,600.

## OPERATING EXPENSES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Year ending June 30,      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Maint. of way and struct. | \$ 42,356 | \$ 34,535 | \$ 49,657 | \$ 45,662 | \$ 48,760 |
| " " equip.                | 36,113    | 33,436    | 31,154    | 45,092    | 69,903    |
| Conducting trans. ....    | 106,984   | 123,477   | 179,497   | 173,131   | 215,835   |
| General expenses.....     | 22,105    | 23,272    | 24,749    | 30,526    | 39,633    |
| Total .....               | \$207,558 | \$214,720 | \$285,157 | \$294,412 | 374,130   |

## STATISTICS OF TRAFFIC.

|                               |           |           |           |            |
|-------------------------------|-----------|-----------|-----------|------------|
| Year ending June 30,          | 1899.     | 1900.     | 1901.     | 1902.      |
| Passengers carried.....       | 6,129,440 | 7,729,072 | 8,410,263 | 10,839,056 |
| Car miles run.....            | 1,369,323 | 1,907,071 | 1,955,703 | 2,551,203  |
| Total receipts per car mile.. | \$ .245   | \$ .216   | \$ .244   | \$ .237    |
| Operating exp. per car mile   | .156      | .149      | .151      | .147       |

## Balance Sheet.—Dated June 30,

|                              |             |            |             |             |              |
|------------------------------|-------------|------------|-------------|-------------|--------------|
| ASSETS.                      | 1898.       | 1899.      | 1900.       | 1901.       | 1902.        |
| Cost of road..               | \$ 581,491  | \$ 652,642 | \$ 677,642  | \$ 737,690  | \$ 1,512,341 |
| " equip.                     | 149,242     | 170,722    | 186,540     | 185,141     | 243,286      |
| Real estate...               | 342,724     | 351,064    | 395,334     | 413,303     | 468,708      |
| Cash assets...               | 11,048      | 97,502     | 9,776       | 20,978      | 23,638       |
| Other assets..               | 1,025       |            |             |             |              |
| " permanent<br>investments.. |             | 896,000    | 901,000     | 1,384,188   | 1,754,684    |
| Total.....                   | \$1,085,530 | \$2,167,93 | \$2,170,292 | \$2,741,299 | \$4,002,657  |

## LIABILITIES.

|                   |             |             |             |             |             |
|-------------------|-------------|-------------|-------------|-------------|-------------|
| Capital stock..   | \$495,467   | \$999,318   | \$999,973   | \$ 999,973  | \$1,999,592 |
| Funded debt..     | 500,000     | 900,000     | 900,000     | 1,250,000   | 1,950,000   |
| Other liabil. . . | 65,000      | 102,000     | 82,000      | 285,485     |             |
| Pro. & loss (sur) | 25,063      | 166,612     | 188,319     | 205,841     | 53,065      |
| Total.....        | \$1,085,530 | \$2,167,930 | \$2,170,292 | \$2,741,299 | \$4,002,657 |

**Plant and Equipment.**—Miles of track (electric), owned, 89.63, gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T, tram and girder rail; 120 motor cars and 36 trail cars; 2,050 H. P. power plant; Allis and Wheelock engines, Gen. Elec. dynamos and motors, Brill and Wason cars, Brill, Bemis, and Peckham trucks.

**Officers.**—Pres. W. R. Wood, Sec. Treas. Gen. Man. & Pur. Agt. E. A. Newman, Ch. Engr. of Power Station Wm. E. Knowlton, Elec. John R. Blackhall.

**Directors.**—Wm. R. Wood, Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Charles S. Fobes, Walter G. Davis, A. Whitney.

**General Office,** 471 Congress St., Portland, Me.

**Date of information,** Mar., 1903.

**Portland & Yarmouth Electric Railway Co.**—This road runs from Portland and Deering through Falmouth and Cumberland to Yarmouth, and was operated by contractor from Aug. 2, 1898, to Jan. 1, 1899, and thereafter by the company. In Dec., 1900, the control of this company was acquired by the Portland R. R. Co.

**Capital Stock,** authorized and issued, \$300,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 4 p. c. bonds, authorized and issued, \$350,000; dated Mar. 1, 1899; due, 1919; denom. \$1,000; int. payable Mar. and Sept.

|                                      |          |          |          |
|--------------------------------------|----------|----------|----------|
| Operation.—Aug. 2, 1898, to June 30, | 1899.    | 1900.    | 1901.    |
| Gross receipts.....                  | \$27,477 | \$55,096 | \$69,382 |
| Operating expenses.....              | 22,016   | 39,276   | 39,847   |
| Earnings from operation.....         | 5,461    | 15,820   | 29,535   |
| Deductions from earnings.            |          |          |          |
| Interest.....                        |          | 14,390   | 18,537   |
| Taxes.....                           |          | 280      | 445      |
| Other deductions.....                |          |          | 17,894   |
| Net income.....                      |          | 1,150    | *7,341   |
| To surplus account.....              |          | 1,150    |          |
| Total surplus account.....           |          | 6,611    | *730     |

\*Deficit.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1901.             |          |
| General expenses.....                  | \$ 2,900 |
| Transportation expenses.....           | 30,189   |
| Maintenance of road and buildings..... | 3,991    |
| Maintenance of equipment.....          | 2,767    |
| Total.....                             | \$39,847 |

## STATISTICS OF TRAFFIC.

|                                      |         |           |           |
|--------------------------------------|---------|-----------|-----------|
| Period Aug. 2, 1898, to June 30,     | 1899.   | 1900.     | 1901.     |
| Passengers carried.....              | 557,057 | 1,094,864 | 1,241,898 |
| Car miles run.....                   | 148,329 | 302,566   | 305,668   |
| Total receipts per car mile.....     | \$ .185 | \$ .182   | \$ .220   |
| Operating expenses per car mile..... | .148    | .130      | .130      |

## Balance Sheet.—Dated June 30,

|                                  |           |           |           |
|----------------------------------|-----------|-----------|-----------|
| ASSETS.                          | 1899.     | 1900.     | 1901.     |
| Cost of road and equipment.....  | \$540,000 |           |           |
| Other permanent investments..... | 77,104    | \$712,300 | \$650,406 |
| Cash.....                        | 2,706     | 300       |           |
| Materials and supplies.....      | 2,000     | 2,611     |           |
| Profit and loss (deficit).....   |           |           | 730       |
| Total.....                       | \$621,810 | \$715,211 | \$651,136 |

## LIABILITIES.

|                                |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....               | 270,000   | 270,000   | 350,000   |
| Current liabilities.....       | 42,749    | 135,000   | 1,137     |
| Accrued .....                  | 3,600     | 3,600     |           |
| Profit and loss (surplus)..... | 5,461     | 6,611     |           |
| Total.....                     | \$621,810 | \$715,211 | \$651,136 |

**Plant and Equipment.**—Miles of track (electric), 14.27; 20 motor cars; Gen. Elec. dynamos and motors.

**Officers.**—Pres. Chas. F. Fobes, Sec. & Treas. C. F. Berry, Gen. Man. E. A. Newman, Supt. W. E. Dow.

**Directors.**—Wm. R. Wood, Chas. F. Fobes, Ammi Whitney, Chas. F. Libby, Wm. G. Davis.

**General Office,** Portland, Me.

**Reference.**—Description of park (brief), Vol. XVII, June 1, '01 p. 665.

**Date of information,** Mar., 1903.

## ROCKLAND.

Population in 1880, 7,599, in 1890, 8,174, in 1900, 8,150.

**Rockland, Thomaston & Camden Street Railway Co.**—Chartered June 27, 1891. This road is a consolidation of the Camden & Rockport Street R. R. Co. and the Rockland Street Ry. Co. In Feb., 1901, the Knox Gas and Electric Co. was consolidated with this company, which has made a new consolidated mortgage for \$800,000 to the Union Safe Deposit & Trust Co., of Portland, Me.

**CAPITAL STOCK,** authorized, \$300,000, issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—June 30, 1900 (see opening paragraph): First mortgage 5 p. c. bonds, authorized and issued, \$342,500; dated May 1, 1892, due 1922; int. payable Jan. and July, at office of National Exchange Bank, of Boston.

## OPERATION.—Year ending June 30,

|                             |          |          |          |          |           |
|-----------------------------|----------|----------|----------|----------|-----------|
|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
| Receipts from passengers... | \$48,029 | \$49,359 | \$54,489 | \$79,856 | \$ 92,779 |
| " other sources.....        | 20,194   | 20,853   | 25,356   | 10,337   | *53,007   |
| " total.....                | 68,223   | 70,212   | 79,845   | 90,193   | 145,786   |
| Operating expenses.....     | 42,787   | 40,914   | 52,106   | 52,929   | 66,821    |
| Earnings from operation.... | 25,436   | 29,298   | 27,739   | 37,264   | 78,965    |
| Deductions from earnings.   |          |          |          |          |           |
| Interest.....               |          | 14,133   | 13,585   | 12,889   | 17,506    |
| Taxes.....                  |          |          |          |          | 28,092    |
| Other deductions.....       |          |          |          |          | 726       |
| Net income.....             | 11,303   | 15,713   | 14,850   | 19,758   | 20,560    |
| Total surplus account.....  | 56,057   | 71,770   | 86,620   | 106,379  | 148,920   |

\*From gas and electric departments.

## OPERATING EXPENSES.

|                              |          |          |          |          |          |
|------------------------------|----------|----------|----------|----------|----------|
| Year ending June 30,         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Main. of way and bldgs....   | \$ 8,115 | \$ 6,986 | \$10,871 | \$ 4,702 | \$ 8,453 |
| " " equipment.....           | 3,579    | 4,460    | 5,349    | 3,434    | 4,812    |
| Cond'ct'g transportation.... | 26,740   | 25,618   | 31,849   | 38,609   | 48,699   |
| General expenses.....        | 4,353    | 3,850    | 4,037    | 6,185    | 4,857    |
| Total.....                   | \$42,787 | \$40,914 | \$52,106 | \$52,929 | \$66,821 |

Please note date of information at end of each report.



## STATISTICS OF TRAFFIC.

| Year ending June 30, 1898.      | 1899.   | 1900.   | 1901.     | 1902.     |
|---------------------------------|---------|---------|-----------|-----------|
| Passengers carried.....         | 960,578 | 987,173 | 1,089,790 | 1,248,387 |
| Car miles run.....              | 268,609 | 278,949 | 299,740   | 314,659   |
| Pass. recpts. per car mile..... | \$.254  | \$.251  | \$.266    | \$.288    |
| Op. ex. per car mile.....       | .159    | .145    | .174      | .168      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1898.     | 1899.     | 1900.     | 1901.     | 1902.      |
|-----------------------------|-----------|-----------|-----------|-----------|------------|
| Cost of road and equip..... | \$317,133 | \$323,932 | \$335,930 | \$367,678 | \$ 529,509 |
| Other perm. property.....   |           |           |           |           | 195,844    |
| Cash and currt. assets..... | 255,946   | 253,499   | 254,633   | 255,214   | 8,988      |
| Other assets.....           | 9,331     | 3,963     | 4,946     | 8,581     | 580,195    |

Total.....\$582,410 \$581,394 \$595,509 \$631,474 \$1,314,538

## LIABILITIES.

|                              |           |           |           |           |            |
|------------------------------|-----------|-----------|-----------|-----------|------------|
| Capital stock.....           | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$ 250,000 |
| Funded debt.....             | 250,000   | 250,000   | 250,000   | 250,000   | 800,000    |
| Current liabilities.....     | 26,352    | 9,624     | 8,889     | 25,095    | 114,507    |
| Accrued liabilities.....     |           |           |           |           | 1,111      |
| Profit and loss (surp.)..... | 56,057    | 71,770    | 86,620    | 106,379   | 148,920    |

Total.....\$582,410 \$581,394 \$595,509 \$631,474 \$1,314,538

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17.2; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars, 2 trail cars, 2 flat cars, 1 mail and baggage car; 1 motor freight car; 34 motors; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Briggs cars.

**OFFICERS.**—Pres. G. E. Macomber, V. Pres. S. M. Bird, Sec. H. M. Heath, Treas. A. D. Bird, Supt. & Pur. Agt. Thos. Hawks, Elec. V. Chisholm, Ch. Engr. of Power Station L. C. Jackson.

**DIRECTORS.**—George E. Macomber, John F. Hill, Augusta, Me.; S. M. Bird, W. T. Cobb, W. S. White.

**GENERAL OFFICE,** Rockland, Me.

Date of information, Mar., 1903.

## SACO.

Population in 1880, 6,389, in 1890, 6,075; in 1900 (local estimates), 7,200.

**Saco Valley Electric Railroad.**—This company is a reorganization of the Saco River Electric R. R. Co. Full rights and franchises have been granted, and negotiations for financing and constructing the road are under way. F. A. Hobart is now in control.

**CAPITAL STOCK,** authorized, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$300,000; coupon but may be registered; int. payable at office of Massachusetts Loan & Trust Co., Boston, Mass., trustee of mortgage.

**CONTEMPLATED PLANT AND EQUIPMENT.**—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 56 lb. rail; 20 cars, of which 18 are motor cars and 2 trail cars.

**OFFICERS.**—Pres. E. E. Abercrombie, Boston, Mass.; V. Pres. W. J. Mayberry, Saco, Me.; Sec. A. E. Haley, Saco, Me.; Treas. F. A. Hobart, Boston, Mass.; Elec. Engr. R. W. Libby, Saco, Me.

**DIRECTORS.**—E. E. Abercrombie, W. J. Mayberry, W. A. McNealy, W. O. Faxon, F. A. Hobart.

**GENERAL OFFICE,** 439 Tremont Building, Boston, Mass.

Date of information Mar., 1903.

## SANFORD.

Population in 1880, 2,734, in 1890, 4,201, in 1900, 6,078.

**Mousam River Railroad Co.**—Chartered July 18, 1892. On Aug. 19, 1899, this company leased its property to the Sanford & Cape Porpoise Ry.

**CAPITAL STOCK,** authorized, \$200,000, issued, \$65,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. coupon bonds, authorized and issued, \$65,000; dated Dec. 15, 1892, due Dec. 1, 1912; int. payable June and Dec. at office of Portland Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 6 are motor cars and 1 elec. freight motor; Swampscott-Corliss engines, West. dynamos and motors, Briggs cars, Humphrey water wheel.

**OFFICERS.**—Pres. E. M. Goodall, V. Pres. Geo. B. Goodall, Sec. Fred'k J. Allen, Treas. Louis B. Goodall.

**DIRECTORS.**—E. M. Goodall, L. B. Goodall, G. B. Goodall, E. E. Hussey.

**GENERAL OFFICE,** Washington St., Sanford, Me.

Date of information, Mar., 1903.

**Sanford & Cape Porpoise Railway Co.**—This company commenced operation of its road Sept. 1, 1899, connecting Sanford, Alfred, Lyman, Kennebunk, and Kennebunkport with Cape Porpoise; and also operates the Mousam River R. R.

**CAPITAL STOCK.**—Common stock, \$233,000, preferred stock, \$17,000; authorized and issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$250,000; dated July 1, 1899, due 1929; denom. \$1,000; int. payable Jan. and July, trustee of mortgage, Morton Trust Co. of New York City.

**OPERATION.**—Including the operation of the Mousam River R.R. from Aug. 19, 1899 to June 30, 1900.

| Year ending June 30,          | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|
| Receipts from passengers..... | \$24,411 | \$57,455 | \$42,258 |
| " " freights.....             |          |          | 30,997   |
| " " electric lights.....      |          |          | 7,812    |
| " " other sources.....        | 22,702   | 6,639    | 2,780    |
| " total.....                  | 47,013   | 64,094   | 83,847   |
| Operating expenses.....       | 33,539   | 46,570   | 60,875   |

Earnings from operation..... 13,474 17,524 22,973

Deductions from earnings.

Interest on bonds..... 10,000 14,168 12,300

" " loans etc..... 1,165 3,520

Taxes..... 166 274 356

Rental..... 3,160 4,000 4,000

Other deductions..... 806

Net income..... 1,017 \*919 1,992

Total surplus..... \*2,438 \*422

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,                   | 1901.    | 1902.    |
|----------------------------------------|----------|----------|
| General expenses.....                  | \$ 5,168 | \$ 5,852 |
| Transportation expenses.....           | 31,719   | 39,401   |
| Maintenance of road and buildings..... | 3,167    | 7,891    |
| " " equipment.....                     | 6,515    | 7,730    |

Total.....\$46,570 \$60,875

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1900.   | 1901.   | 1902.   |
|--------------------------------------|---------|---------|---------|
| Passengers carried.....              | 488,219 | 370,483 | 845,157 |
| Car miles run.....                   | 136,500 | 177,595 | 305,169 |
| Total receipts per car mile.....     | \$.344  | \$.360  | \$.275  |
| Operating expenses per car mile..... | .245    | .262    | .199    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|
| Cost of road.....              | \$418,484 | \$424,912 | \$427,168 |
| " " equipment.....             | 78,300    | 68,076    | 69,120    |
| Other permanent invest.....    | 34,197    | 34,883    | 36,869    |
| Stock and bonds.....           | 5,000     |           |           |
| Current assets.....            | 3,926     | 3,957     | 9,510     |
| Other assets.....              |           | 16,906    | 15,916    |
| Profit and loss (deficit)..... | 1,017     | 2,438     |           |

Total.....\$540,924 \$551,171 \$558,584

## LIABILITIES.

|                                |           |           |         |
|--------------------------------|-----------|-----------|---------|
| Capital stock.....             | \$250,000 | \$250,000 | 250,000 |
| Funded debt.....               | 250,000   | 250,000   | 250,000 |
| Loans and bills payable.....   | 40,924    | 51,171    | 56,569  |
| Profit and loss (surplus)..... |           |           | 2,015   |

Total.....\$540,924 \$551,171 \$558,584

**PLANT AND EQUIPMENT.**—Miles of track (electric) owned, 21.55 leased, 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 motor cars; 1 snow plow; 670 k. w. West. generators, West. motors, Briggs and Jackson & Sharp cars, Bemis and Peckham trucks.

**OFFICERS.**—Pres. E. M. Goodall, V. Pres. Frank Hopewell, Sec. Fred'k J. Allen, Treas. L. B. Goodall, Supt. & Pur. Agt. I. L. Meloon.

**DIRECTORS.**—E. M. Goodall, L. B. Goodall, G. B. Goodall, John Hopewell, Frank Hopewell.

**GENERAL OFFICE,** Washington St., Sanford, Me.

Date of information Mar., 1903.

## SKOWHEGAN.

Population in 1880, 3,860, in 1890, 5,068, in 1900, 4,266.

**Skowhegan & Norridgewock Railway & Power Co.**—Chartered Aug. 28, 1894. Annual meeting in Jan.

**CAPITAL STOCK,** \$50,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$50,000; dated 1894, due 1914.

**OPERATION.**—Year ending June 30,

| 1898.                   | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------|---------|---------|---------|---------|
| Gross receipts.....     | \$5,012 | \$4,055 | \$3,013 | \$3,069 |
| Operating expenses..... | 5,207   | 4,665   | 2,523   | 2,517   |

Earnings from operation..... \*195 \*610 490 552 492

Deductions from earnings.

Interest..... 3,050 3,054 3,120 3,180 3,125

Taxes..... 10 52 57 42 40

Surplus..... \*3,255 \*3,716 \*2,687 \*2,670 \*2,673

Total deficit..... 3,784 7,500 10,187 12,857 15,529

\*Deficit.

Please note date of information at end of each report.



## OPERATING EXPENSES.

| Year ending June 30,                   | 1901.   | 1902.   |
|----------------------------------------|---------|---------|
| General expenses.....                  | \$ 136  | \$ 70   |
| Transportation expenses.....           | 1,915   | 3 034   |
| Maintenance of road and buildings..... | 438     | 582     |
| " " equipment.....                     | 27      | 447     |
| Total.....                             | \$2,517 | \$3,134 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,            | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....         | 91,029  | 72,442  | 55,254  | 54,323  | 62,296  |
| Car miles run.....              | 38,479  | 35,650  | 21,560  | 23,184  | 23,344  |
| Gross receipts per car mile.... | \$ .130 | \$ .114 | \$ .140 | \$ .132 | \$ .155 |
| Operating exp. per car mile.... | .135    | .131    | .117    | .109    | .134    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                  | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------|---------|---------|---------|---------|---------|
| Cost of road & equip. \$ | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$8,000 |
| Other per. invest....    | 1,469   | 1,746   | 2,012   | 2,043   | 2,200   |
| Cash.....                | 430     |         | 578     | 877     | 206     |
| Bills & accts receiv.    | 56      |         |         |         |         |
| Material & supplies.     | 1,000   | 800     | 850     |         |         |
| Profit & loss (deficit)  | 53,255  | 57,465  | 59,371  | 62,079  | 66,094  |

Total..... \$114,210 \$118,011 \$120,811 \$123,000 \$126,500

## LIABILITIES.

|                      |           |           |           |           |           |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....   | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....     | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    |
| Bills & acc. payable | 2,200     | 3,000     | 2,800     | 3,000     | 2,500     |
| Accrued taxes.....   | 10        | 11        | 11        |           |           |
| Matured interest.... |           | 15,000    | 18,000    | 20,000    | 24,000    |

Total..... \$114,210 \$118,011 \$120,811 \$123,000 \$126,500

PLANT AND EQUIPMENT.—Miles of track (electric), 5.85; gauge, 4 ft. 8½ in.; 50 lb. T rail; 5 motor cars; West. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. R. W. Brown, Sec. Turner Buswell, Treas. J. P. Clark, Supt. & Pur. Agt. C. J. Abbey.

DIRECTORS.—R. W. Brown, A. F. Gerald, J. P. Clark, A. H. Weston, R. F. Parker.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1903.

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**Somerset Traction Co.**—Chartered in 1895 in perpetuity. This road commenced operation on June 6, 1896.

CAPITAL STOCK, authorized, \$200,000, issued, \$30,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued \$75,000; dated May 1, 1896, due 1926; denom. \$1,000; int. payable at office of Second National Bank, of Skowhegan, Me., trustees of mortgage, R. B. Shepherd, J. O. Smith, T. H. Anderson.

## OPERATION.—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| Total receipts.....       | \$12,356 | \$12,976 | \$13,638 | \$23,221 | \$24,554 |
| Operating expenses.....   | 7,083    | 9,985    | 10,788   | 18,534   | 12,035   |
| Earnings from operation.. | 5,273    | 2,991    | 2,850    | 4,687    | 11,519   |
| Deductions from earnings. |          |          |          |          |          |
| Interest.....             |          | 878      | 1,307    | 290      | 598      |
| Taxes.....                | 77       | 190      | 226      | 218      | 243      |
| Other deductions.....     |          |          | 4,707    | 900      | 6,373    |
| Net income.....           | 3,593    | 1,923    | *3,390   | 3,279    | 4,305    |
| Total surplus.....        | \$8,962  | 10,885   | 6,495    | *2,534   | 14,128   |

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,                      | 1901.    | 1902.    |
|-------------------------------------------|----------|----------|
| General expenses.....                     | \$ 1,871 | \$ 3,460 |
| Transportation expenses.....              | 5,568    | 6,085    |
| Maintenance of roadway and buildings..... | 1,817    | 2,553    |
| " " equipment.....                        | 821      | 837      |

Total..... \$10,077 \$12,935

Operation of Lakewood Park..... \$8,457

## STATISTICS OF TRAFFIC.

| Year ending June 30,                | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------------|---------|---------|---------|---------|
| Passengers carried.....             | 117,448 | 108,506 | 120,780 | 164,647 |
| Car miles run.....                  | 80,610  | 79,116  | 85,463  | 91,675  |
| Total receipts per car mile.....    | \$ .161 | \$ .172 | \$ .272 | \$ .266 |
| Operating expenses per car mile.... | .123    | .136    | .217    | .141    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                          | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| Cost of road.....                | \$72,986 | \$82,986 | \$83,588 | \$97,100 |
| " " equipment.....               | 14,056   | 22,000   | 23,869   | 26,201   |
| Other permanent invests.....     | 19,770   | 16,637   | 20,622   | 27,970   |
| Cash.....                        |          |          | 746      | 1,641    |
| Bills and accts. receivable..... | 529      |          | 570      |          |
| Materials and supplies.....      |          |          | 556      | 1,287    |

Total..... \$107,341 \$121,623 \$129,951 \$154,199

## LIABILITIES.

|                                | 1899.  | 1900.    | 1901.    | 1902.    |
|--------------------------------|--------|----------|----------|----------|
| Capital stock.....             | 30,000 | \$29,800 | \$29,800 | \$30,000 |
| Funded debt.....               |        | 75,000   | 75,000   | 75,000   |
| Loans and bills payable.....   | 66,456 | 16,823   | 18,719   | 35,071   |
| Current liabilities.....       |        |          | 397      |          |
| Profit and loss (surplus)..... | 10,885 |          | 6,034    | 14,128   |

Total..... \$107,341 \$121,623 \$129,951 \$154,199

PLANT AND EQUIPMENT.—Miles of track (electric), 12.68; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; 200 H. P. station plant; Gen. Elec. dynamos and motors, Briggs cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. F. W. Briggs, Sec. J. O. Smith, Treas. Edith S. Shepherd, Asst. Gen. Man. Herbert L. Swett, Supt. Lyman D. Murphy.

DIRECTORS.—F. W. Briggs, J. O. Smith, J. P. Oak, A. G. Blunt, S. W. Gould, L. Anderson, T. H. Anderson.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1903.

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## WATERVILLE.

Population in 1880, 4,672, in 1890, 7,107, in 1900, 9,477.

**Waterville & Fairfield Railway & Light Co.**—Chartered 1891. Annual meeting first Tuesday in Oct. This is a consolidation of the Waterville & Fairfield R. R. Co., the Waterville Electric Light & Power Co. and the Fairfield Electric Light & Power Co.

CAPITAL STOCK, authorized and issued, \$200,000; par value, \$100 per share.

FUNDED DEBT.—\$240,000, as follows: First mortgage 5 p. c. bonds, authorized, \$240,000, issued, Series A, 40,000, Series B, \$157,500 (see note); in escrow, Series B, \$42,500; dated 1897, due 1917; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Waterville & Fairfield R. R. Co.'s 6 p. c. bonds; outstanding \$17,000, due 1909.

Waterville Electric Light & Power Co.'s 6 p. c. bonds; outstanding \$22,500; due 1908.

Real estate mortgage, \$4,732.

NOTE.—In Dec., 1897, the \$200,000 of old 6 p. c. mortgage bonds were voluntarily surrendered, and the new bonds issued. In addition to the Series B issue, \$39,500 are held by trustee to retire the underlying 6 p. c. bonds described above, which are a first lien upon the property; \$1,000 are held by trustee to retire old Railway and Light bonds not presented, and \$2,000 are held as security for loan.

## OPERATION.—Year ending June 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Receipts from passengers..... | \$19,881 | \$22,781 | \$25,995 | \$30,724 |
| " " other sources.....        | 24,886   | 21,778   | 19,067   | 25,059   |
| " total.....                  | 44,747   | 43,559   | 45,062   | 55,783   |
| Operating expenses.....       | 28,787   | 29,664   | 41,984   | 48,876   |
| Earnings from operation.....  | 15,960   | 13,895   | 3,077    | 6,907    |
| Deductions from earnings.     |          |          |          |          |
| Interest.....                 | 12,660   | 13,009   | 13,982   | 14,735   |
| Taxes.....                    | 1,042    | 1,921    | 1,727    | 1,991    |
| Net income.....               | 2,258    | *1,035   | *12,632  | *9,818   |
| To surplus account.....       | 2,258    |          |          |          |
| Total.....                    | 1,350    | 315      | *12,317  | *21,200  |

† Includes railway, light and power operation.

\* Deficit.

## OPERATING EXPENSES.

| Year ending June 30,                      | 1901.    | 1902.    |
|-------------------------------------------|----------|----------|
| General expenses.....                     | \$30,593 | \$28,245 |
| Transportation expenses.....              | 5,343    | 14,910   |
| Maintenance of roadway and buildings..... | 4,737    | 3,901    |
| " " equipment.....                        | 1,312    | 1,821    |

Total..... \$41,984 \$48,876

## STATISTICS OF TRAFFIC.

| Year ending June 30,                | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------------|---------|---------|---------|---------|
| Passengers carried.....             | 397,615 | 430,276 | 517,895 | 609,994 |
| Car miles run.....                  | 103,740 | 103,816 | 112,117 | 114,617 |
| Total receipts per car mile.....    | \$ .431 | \$ .419 | \$ .402 | \$ .480 |
| Operating expenses per car mile.... | .276    | .286    | .374    | .427    |

## BALANCE SHEET, including lighting plant.—Dated June 30,

| ASSETS.                                                    | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------------------------------------|-----------|-----------|-----------|-----------|
| Cost of road, equipment, lighting plant, land, buildings.. | \$249,756 | \$267,247 | \$278,258 | \$283,004 |
| Current assets.....                                        | 2,724     | 9,713     | 16,143    | 17,529    |
| Materials and supplies.....                                |           | 832       | 1,068     | 4,240     |
| Suspense account.....                                      | 200,000   | 200,000   | 200,000   | 200,000   |
| Profit and loss (deficit).....                             |           |           | 12,317    | 21,200    |

Total..... \$452,480 \$477,792 \$507,786 \$525,974

Please note date of information at end of each report.

| LIABILITIES.                   | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Funded debt.....               | 237,000   | 240,000   | 240,000   | 240,000   |
| Mortgage.....                  | 4,732     | 4,732     |           | 4,732     |
| Current liabilities.....       | 7,582     | 25,714    | 66,608    | 57,965    |
| Accrued liabilities.....       | 1,859     | 7,031     | 1,178     | 23,277    |
| Profit and loss (surplus)..... | 1,307     | 315       |           |           |
| Total.....                     | \$452,480 | \$477,792 | \$507,786 | \$525,974 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 motor cars; 500 H. P. station plant (auxiliary); West. dynamos and motors; water power.

OFFICERS.—Pres. George K. Boutelle, Sec. & Treas. H. D. Bates, Gen. Man. Ralph J. Patterson, Gen. Counsel C. F. Woodard.

DIRECTORS.—George K. Boutelle, Waterville, Me.; W. S. Spaulding, Henry R. Reed, Boston; Clarence A. Leighton, Thomaston, Me.

GENERAL OFFICE, Waterville, Me.

Date of information, Mar., 1903.

## WESTBROOK.

Population in 1880, 3,981, in 1890, 6,632, in 1900, 7,283.

Westbrook, Windham & Naples Railway Co.—This company operates an electric railway in and between Westbrook and Gorham. Annual meeting first Wednesday in Nov. In Jan., 1901, the property was purchased by the Portland R. R. Co.

CAPITAL STOCK, authorized, \$300,000, issued, \$27,700; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$100,000, issued, \$70,000; dated, July 1, 1899, due 1919; denom. \$1,000, 5 p. c. income bonds, issued, \$24,000, due July 1, 1919.

| OPERATION.—Year ending June 30, | 1900.   | 1901.    |
|---------------------------------|---------|----------|
| Receipts from passengers.....   | \$8,019 | \$10,418 |
| " " other sources.....          | 1,351   | 143      |
| " total.....                    | 9,360   | 10,561   |
| Operating expenses.....         | 6,387   | 11,564   |
| Earnings from operation.....    | 2,973   | *1,003   |
| Interest.....                   | 1,794   | 4,930    |
| Net income.....                 | 1,179   | *5,934   |
| *Deficit.                       |         |          |

### OPERATING EXPENSES.

Year ending June 30, 1901.

|                                           |          |
|-------------------------------------------|----------|
| General expenses.....                     | \$ 1,145 |
| Transportation expenses.....              | 8,269    |
| Maintenance of roadway and buildings..... | 1,820    |
| " " equipment.....                        | 331      |
| Total.....                                | \$11,564 |

BALANCE SHEET.—Dated June 30,

| ASSETS.                          | 1900.     | 1901.     |
|----------------------------------|-----------|-----------|
| Cost of road.....                | \$106,065 | \$109,526 |
| " equipment.....                 | 11,356    | 11,220    |
| Other permanent investments..... | 3,424     | 3,125     |
| Cash and current assets.....     | 1,416     | 104       |
| Materials and supplies.....      |           | 267       |
| Profit and loss (deficit).....   |           | 4,755     |
| Total.....                       | \$122,251 | \$128,996 |
| LIABILITIES.                     |           |           |
| Capital stock.....               | \$ 27,700 | \$ 27,700 |
| Funded debt.....                 | 80,000    | 94,000    |
| Loans and bills payable.....     | 13,382    | 7,296     |
| Profit and loss (surplus).....   | 1,179     |           |
| Total.....                       | \$122,251 | \$128,996 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 cars of which 4 are motor cars and 2 trail cars; West. motors, American and Laconia cars.

OFFICERS.—Pres. Ammi Whitney, Sec. A. J. Houghton, Treas. C. F. Berry, Gen. Man. E. A. Newman, Gen. Counsel Chas. F. Libby, Supt. F. W. Spring.

DIRECTORS.—Ammi Whitney, C. F. Berry, A. J. Houghton, Geo. L. Walker, Geo. M. Todd, Portland, Me.; F. W. Spring, Westbrook, Me.; A. S. Macreadie, South Portland, Me.

GENERAL OFFICE.—471 Congress St., Portland, Me.

Date of information, Mar., 1903.

## MARYLAND.

### BALTIMORE.

Population in 1880, 332,313, in 1890, 434,439, in 1900, 508,957.

The United Railways & Electric Co. of Baltimore.—Incorporated Mar. 4, 1899, as a consolidation of the United Railway & Electric Co. of Baltimore, (incorporated Mar. 2, 1899, as a consoli-

tion of the Baltimore City Passenger Ry. Co., and the Baltimore & Northern Electric Ry. Co.), and the Baltimore Consolidated Ry. Co., the Central Ry. Co., the Baltimore, Gardenville & Belair Electric Ry. Co., the Baltimore, Catonsville & Ellicott's Mills Passenger R. R. Co., the Maryland Traction Co., the Baltimore & Curtis Bay Ry. Co., the Gwynn Falls Ry. Co., of Baltimore City, the Shore Line Electric Ry. Co., the Pimlico & Pikesville R. R. Co., and the Walbrook, Gwynn-Oak & Powhatan R. R. Co., being all the street railways in the city of Baltimore and its suburbs. The company owns all the stock and leases for 999 years, the Baltimore, Sparrow's Point & Chesapeake Ry., which is a consolidation of the Baltimore, Middle River & Sparrow's Point R. R. and the Dundalk, Sparrow's Point & North Point Ry., and guarantees its bonds. The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Hartford Turnpike, the Baltimore & Jerusalem Turnpike, and the Baltimore & Laurel Electric Ry. Co.

Capital Stock.—Common stock, authorized, \$24,000,000, issued (see note), \$15,000,000; in treasury (see note), \$9,000,000; par value, \$50 per share.

4 p. c. cumulative preferred stock, authorized and issued (see note), \$14,000,000, outstanding, \$65,305. The holders of this stock have the option of exchanging their shares for new 4 p. c. income mortgage bonds (described below), and this option has been exercised to the amount of \$13,934,695.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds, authorized, \$38,000,000, issued (see note), \$25,231,000, in escrow (see note), \$12,255,000, in treasury (see note), \$514,000; coupon but may be registered; dated, Mar. 6, 1899, due, 1949; denom. \$1,000; int. payable Mar. and Sept., at the office of Alexander Brown & Sons, of Baltimore; trustee of mortgage, Continental Trust Co., of Baltimore.

Income mortgage 4 p. c. gold bonds, authorized, \$14,000,000; issued \$13,934,695, dated Mar. 30, 1899, due Mar. 1, 1949, payable June and Dec.; trustee of mortgage Maryland Trust Co., of Baltimore. Holders of the 4 p. c. preferred stock have the option of exchanging their shares for these bonds and on Jan. 31, 1903, it was stated that this privilege had been exercised to the amount issued.

Note.—\$18,000,000 of the first consolidated mortgage bonds were issued to complete the purchase of the stock of the Baltimore Consolidated Ry. Co. and the Baltimore City Passenger Ry. Co., and \$12,255,000, are held in escrow to retire underlying bonds described below. The \$514,000, treasury bonds will be reserved for future acquisitions, improvements, etc.

Underlying Securities, Dec. 31, 1902, \$12,216,000, as follows:

### BALTIMORE CITY PASSENGER RAILWAY SYSTEM.

Baltimore City Pass. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; dated Nov. 2, 1891, due 1911; coupon, but may be registered; denom. \$1,000; int. payable May and Nov., at office of National Mechanics' Bank, of Baltimore; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

Baltimore City Ry. Pass. Co.'s 4½ p. c. gold certificates of indebtedness, authorized and issued, \$500,000; dated Nov. 2, 1897, due 1911; denom. \$500 and \$1,000, int. payable at office of National Mechanics Bank, of Baltimore.

Central Pass. Ry. Co.'s first mortgage 6 p. c. bonds, authorized, \$250,000, outstanding, \$41,000; dated July 1, 1882, due 1912; coupon, but may be registered; denom. \$1,000; int. payable Jan. and July, at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Safe Deposit & Trust Co.

Central Pass. Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, \$700,000, issued, \$659,000, in escrow, to retire first mortgage bonds at maturity, \$41,000; dated May 1, 1892, due 1932; coupon, but may be registered; denom. \$1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co.

Central Pass. Ry. Co.'s first mortgage extension and improvement 5 p. c. gold bonds, authorized and issued, \$600,000, dated Mar. 1, 1897, due 1932; denom. \$1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

### BALTIMORE CONSOLIDATED RAILWAY SYSTEM.

Baltimore Traction Co.'s first mortgage 5 p. c. coupon bonds; authorized and issued, \$1,500,000; dated Nov. 1, 1889, due 1929, denom., \$1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

North Baltimore Division's first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$1,750,000; dated June 1, 1892, due 1942; denom. 1,000; int. payable June and Dec., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s convertible trust 5 p. c. gold bonds, coupon, but may be registered, authorized and issued, \$800,000, outstanding, \$527,000; dated 1896, due 1906; redeemable after May 1, 1901, at par; int. payable May and Nov. at office of National Mechanics Bank, of Baltimore, trustee of mortgage. Mercantile Trust & Deposit Co., of Baltimore.

City & Suburban Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$3,000,000; coupon, but may be registered.

Please note date of information at end of each report.

dated June 1, 1892, due 1922; denom. \$1,000; int. payable June and Dec., without deductions for taxes, at office of Alex. Brown & Sons, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore. These bonds cannot be redeemed before maturity, and are secured by a mortgage of all property and franchises now owned or which may be hereafter acquired by the company.

Lake Roland Elevated Railway Co.'s first mortgage 5 p. c. consolidated gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated Sept. 1, 1892, due 1942; denom. \$1,000; int. payable Mar. and Sept. at office of Alex. Brown & Sons. The principal and interest of these bonds are unconditionally guaranteed by the City & Suburban Ry. Co.

Baltimore, Catonsville & Ellicott's Mills Passenger Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; dated July 1, 1896, due 1916; int. payable Jan. and July, at office of the National Mechanics Bank, of Baltimore, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

#### BALTIMORE & NORTHERN ELECTRIC RAILWAY SYSTEM.

Baltimore & Northern Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,250,000, outstanding, \$139,000, of which \$129,000 are held in treasury; dated Nov. 1, 1897, due 1947; denom. \$1,000; trustee of mortgage, Maryland Trust Co., of Baltimore. In May, 1899, \$1,111,000 of these bonds were exchanged for bonds of the United Railways & Electric Co.

**Operation.**—The operating report of all the properties now included in the United Railways & Electric Company, the new organization having gone into effect Apr. 1, 1899, is as follows:

Year ending Dec. 31, 1902.

|                                                                         |             |
|-------------------------------------------------------------------------|-------------|
| Gross earnings.....                                                     | \$5,041,275 |
| Operating expenses.....                                                 | 2,252,133   |
| Surplus from operation.....                                             | 2,789,142   |
| Surp. from United Light & Power Co.....                                 | 53,405      |
| Total earnings.....                                                     | 2,842,547   |
| Interest, fixed charges, taxes and<br>dividends on preferred stock..... | 2,637,115   |
| Net income.....                                                         | 205,432     |
| Div. United Electric Light & Power Co.....                              | 53,405      |

**Plant and Equipment.**—Miles of track (electric), 354.1; gauge, 5 ft. 4½ in.; 1,591 cars.

**Officers.**—Pres. John M. Hood, 1st. V. Pres. George C. Jenkins, 2d V. Pres. & Gen. Man. William A. House, Sec. & Treas. H. C. McJilton, Audr. N. E. Stubbs, Supt. W. C. Ludwig, Cons. Engr. P. O. Keilholtz, Supt. of shops H. H. Adams, Ch. Engr. D. B. Banks.

**Directors.**—Alexander Brown, E. L. Bartlett, H. A. Parr, Geo. C. Jenkins, Seymour Mandelbaum, H. C. Black, Francis E. Waters, J. M. Hood, Wesley M. Oler, John B. Ramsay, Douglas Thomas.

**References.**—Financial statement, Vol. XVI, Apr. 28, '00, p. 414; description of park (brief), Vol. XVII, June 1, '01, p. 666.

Date of information, Mar., 1903.

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**Railways & Light Company of America.**—This company operates the Lexington (Ky.) Ry., Knoxville (Tenn.) Traction Co., Augusta & Aiken (Ga.) Ry., Augusta (Ga.) Ry. & Electric Co., and the Macon (Ga.) Ry. & Light Co.

**Capital Stock,** authorized, \$25,000,000, issued, \$605,700.

**Officers.**—Pres. J. Wm. Middendorf, V. Pres. R. Lancaster Williams, Sec. Howard P. Page, Treas. A. H. Rutherford, Gen. Man. E. L. Bemiss, Ch. Engr. H. T. Brown.

**Directors.**—J. Wm. Middendorf, A. H. Rutherford, Gustavus Ober, F. C. Todd, Baltimore, Md.; R. Lancaster Williams, E. L. Bemiss, Richmond, Va.; K. K. McLaren, Jersey City, N. J.

**Executive Offices,** 1500 Continental Trust Bldg., Baltimore, Md.

**General Manager's Office,** Richmond, Va.

Date of information, Mar., 1903.

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**Baltimore & Ohio Railroad Co.**—This company is a steam railroad company, which operates 9 miles of its track in Baltimore by 4 electric locomotives.

**Officers.**—Pres. L. F. Loree, 1st V. Pres. O. G. Murray, Sec. C. W. Woolford, Treas. J. V. McNeal, Pur. Agt. E. H. Bankard, Gen. Man. G. L. Potter, Elec. Engr. W. D. Young, Camden Station, Baltimore.

**General Office,** Camden Station, Baltimore, Md.

**References.**—Description of system, Vol. XXI, Mar. 14, '03, p. 398.

Date of information, Mar., 1903.

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#### BEL AIR.

Population in 1900, 2,000; Havre de Grace 5,000.

**Bel Air & Havre-de-Grace Railway & Power Co.**—This company is building an electric railway 16 miles in length.

**Officers.**—Pres. John H. Reckord, V. Pres. H. H. Haines, Sec. W. Beatty Harlan, Treas. R. K. Vanneman, Ch. Engr. M. A. Reckord.

Date of information, Mar., 1903.

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#### CUMBERLAND.

Population in 1880, 10,693, in 1890, 12,729, in 1900, 17,128.

**Cumberland Electric Railway Co.**—Chartered Sept. 2, 1890, for 40 years. Annual meeting, second Monday in July.

**Capital Stock.**—Common stock, authorized and issued, \$100,000; \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$30,000; coupon, but may be registered; dated Jan., 1891, due 1911, but payable at option of company in 1901; denom. \$500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and Geo. L. Wellington.

Second mortgage 5 p. c. bonds, authorized and issued, \$20,000; coupon, but may be registered; dated, Jan., 1894, due July, 1914, but payable at option of company in 1904; denom. \$500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and George L. Wellington.

Third mortgage 5 p. c. bonds, authorized and issued, \$25,000, coupon, but may be registered; dated, Jan. 1900, due, 1920; denom. \$500; payable at option of company in 1910; int. payable Jan. and July at office of Second National Bank of Cumberland, trustees of mortgage, Geo. L. Wellington and James A. McHenry.

**Plant and Equipment.**—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 16 cars, of which 11 are motor cars and 5 trail cars; Gen. Elec. and West. motors, Brill and Laclede cars; rent power from Edison Electric Ill. Co.

**Officers.**—Pres. G. L. Wellington, V. Pres. James A. McHenry, Sec. & Treas. J. H. Holzshu, Supt. W. Milnor Roberts, Jr., Elec. H. Reinhart.

**Directors.**—George L. Wellington, J. W. Humbird, James A. McHenry, J. H. Holzshu, W. M. Roberts, Jr.

**General Office,** North Centre St., Cumberland, Md.

Date of information, Jan., 1903.

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**Cumberland & Westernport Electric Railway Co.**—Chartered Apr. 11, 1902, in perpetuity. Annual meeting fourth Wednesday in June. This company is a consolidation of the Frostburg, Elkhart & Cumberland Ry. Co. and the Lonaconing, Midland & Frostburg Ry. Co. The road serves an interurban population of about 44,000. Part of the road commenced operation on Apr. 24, 1902, and the remainder on Dec. 6, 1902.

**Capital Stock,** authorized, \$1,000,000; issued, \$400,000; par value, \$50 per share.

**Funded Debt.**\*—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000; issued, \$400,000; in treasury, \$50,000 (see note); dated June 15, 1901, due 1926; denom. \$500 and \$1,000; int. payable June and Dec., at office of The Real Estate Trust Co. of Philadelphia, trustee of mortgage.

\*The funded debt consists of \$200,000 on each of the consolidated roads which this company has assumed and guaranteed.

**Note.**—Treasury bonds may be issued for extension or improvements. First mortgage bonds may be called for payment after June 15, 1910, at a price of 105 and accrued interest.

**Plant and Equipment.**—Miles of track (electric) 17; gauge, 4 ft. 8½ in.; 60 lb. and 75 lb. T and 92 lb. girder rail; 8 motor cars, 1 snow sweeper; 700 H. P. station plant; Clark Bros. engines; Gen. Elec. dynamos and motors; Brill cars and trucks.

**Officers.**—Pres. R. H. Koch, Pottsville, Pa.; Sec. L. P. Bane, Cumberland, Md.; Treas. Walter H. Bryant, Girard Building, Philadelphia, Pa.; Supt. I. D. B. Spatz.

**Directors.**—R. H. Koch, Joseph MacCarroll, Walter H. Bryant, Harvey E. Weber, D. J. Blackiston.

**General Office,** 39 Baltimore St., Cumberland, Md.

**Power Station,** Clarysville, Md.

Date of information, Mar., 1903.

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**Westernport & Lonaconing Railway Co.**—This road is under construction.

**Capital Stock,** \$225,000.

**Plant and Equipment.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 4 cars.

**Officers.**—Pres. D. Jas. Blackiston, Sec. & Treas. L. P. Bane.

**Directors.**—J. W. Burchinal, Moundsville, W. Va.; Hugh Scott, Wm. Atkinson, Lonaconing, Md.; Wm. A. Morgart, D. James Blackiston, Cumberland, Md.

**General Office,** Cumberland, Md.

**Power Station,** Barton.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**ELKTON.**

Population in 1890, 2,318, in 1900, 2 542.

**Cherry Hill, Elkton & Chesapeake City Electric Railway Co.**—This company was organized in 1900 to construct an electric railway connecting Cherry Hill, Elkton and Chesapeake City.

CAPITAL STOCK, authorized and paid in, \$60,000.

OFFICERS.—Pres. G. E. Schlegelmilch, Philadelphia; Sec. Ricketts Nelson, Elkton; Treas. W. W. Hess, Philadelphia.

GENERAL OFFICE, Elkton, Md.

Date of information, Jan., 1903. z

**FREDERICK.**

Population in 1880, 8,659, in 1890, 8,193, in 1900, 9,296.

**Frederick & Middletown Railway Co.**—This company operates under lease the road of the Myersville & Catoclin Ry. Co.

CAPITAL STOCK, authorized, \$100,000; issued, \$44,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$120,000; dated Jan. 1, 1903, due 1923; denom. \$1,000; coupon, but may be registered; int. payable Jan. and July at office of Maryland Trust Co., of Baltimore, Md., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 60 lb. rail; 37 cars, of which 6 are motor cars, 2 trail cars and 30 freight cars; Gen. Elec. dynamos, 450 k. w. Walker and Gen. Elec. motors, 700 H. P. Station plant, New Castle, Brill and Stephenson cars.

OFFICERS.—Pres. Geo. W. Smith, V. Pres. D. E. Kefauver, Sec. Emory L. Coblenz, Treas. T. H. Haller.

GENERAL OFFICE.—Frederick City, Md.

Date of information, Mar., 1903. z

**Myersville & Catoclin Railway Co.**—This company has leased its road to the Frederick & Middletown Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, electric, 5.5; gauge 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. Cyrus Flook, V. Pres. John C. Leatherman, Sec. Chas. Johnson, Treas. W. M. Bittle.

Date of information, Mar., 1903. z

**Washington, Frederick & Gettysburg Electric Railway Co.**—This company was chartered Apr. 9, 1898, and municipal franchise was granted 1899 to construct an electric railway from Frederick City to Gettysburg, Pa., and from Frederick City to Washington, D. C., about 55 miles.

CAPITAL STOCK, authorized, \$1,000,000; par value, \$50 per share.

OFFICERS.—Pres. L. V. Baughman, V. Pres. D. C. Winebrenner, Sec. Charles C. Waters, Treas. Franklin B. Smith.

DIRECTORS.—L. V. Baughman, D. C. Winebrenner, C. C. Waters, F. B. Smith, Chas. Wertheimer, Alex. Ramsberg, C. E. Cassell, Jno. Stoner, Chas. Shipley, E. R. Zimmerman, I. S. Annan, D. C. Walker, C. R. Nutt, Jno. Baumgartner, Wm. H. Hicks, L. C. Brien, T. E. R. Miller.

GENERAL OFFICE, Frederick City, Md.

Date of information, July, 1902. z

**HAGERSTOWN.**

Population in 1880, 6,627, in 1890, 10,118, in 1900, 13,591.

**Hagerstown Railway Co.**—Charter and municipal franchise granted Mar. 12, 1896, for 40 years. Annual meeting fourth Friday in Jan. Since March 1, 1898, this company has been in control of the electric lighting system of Hagerstown, and a new station of the consolidated interests has just been completed.

CAPITAL STOCK, authorized and issued, \$200,000; par value \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized \$200,000, issued, \$150,000; dated May 1, 1896, due 1916; denom. \$100 and \$500; int. payable Feb. and May, Aug. and Nov., at office of Commonwealth Guaranty Trust & Safe Deposit Co., of Harrisburg, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb. and 68 lb. T and girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Harrisburg Foundry & Machine Works engines, 1,100 H. P. station plant; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. Christian W. Lynch, V. Pres. Donald C. Halderman, Sec. & Supt. W. C. Hepperle, Treas. Wm. Jennings, Ch. Engr. W. H. Davidson.

DIRECTORS.—Christian W. Lynch, J. I. Bitner, J. Clarence Lane, Wm. Jennings, Henry H. Keedy, W. C. Hepperle, E. W. Mealy.

GENERAL OFFICE, Public Square, Hagerstown, Md.

Date of information, Mar., 1903. z

**Hagerstown & Boonsboro Railway Co.**—Incorporated June 12, 1901. This company carries freight and passengers.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; 56 lb. & 60 lb. T rail; 2 passenger cars, 12 freight cars. Rent power. This company uses by traffic agreement 2 miles of Hagerstown Ry. Co's. track, making total mileage 13.2.

OFFICERS.—Pres. C. W. Lynch, V. Pres. J. Clarence Lane, Sec., Supt. & Ch. Elecn. W. C. Hepperle, Treas. Wm. Jennings.

DIRECTORS.—C. W. Lynch, J. C. Lane, Wm. Jennings, H. S. Eavey, W. C. Hepperle, Henry H. Keedy, Jno. M. Lane.

GENERAL OFFICE, Hagerstown, Md.

Date of information, Mar., 1903. z

**MASSACHUSETTS.****AMESBURY.**

Population, in 1890, 9,800, in 1900, 9,473.

**Amesbury & Hampton Street Railway Co.**—The road was placed in operation in the towns of Amesbury and Salisbury on July 1, 1899, and on July 25, 1900, this road was leased to the Exeter, Hampton & Amesbury St. Ry. Co., of Exeter, N. H., (now owned by the New Hampshire Traction Co.), with which it connects at the state line, for 25 years from July 1, 1900. The lessee guarantees payment of interest on the bonds and dividend on the capital stock of this company.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; dated Oct. 1, 1899, due 1919; denom. \$1,000.

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      | 1899.     | 1900.     | 1901.      | 1902.     |
|------------------------------|-----------|-----------|------------|-----------|
| Cost of road.....            | \$ 67,136 | \$ 70,267 | \$ 133,636 | \$146,179 |
| " " equipment.....           | 25,388    | 27,385    | 27,385     | 30,586    |
| Other perm. investments....  | 9,760     | 9,760     | 27,760     | 36,460    |
| Cash and current assets..... | 2,261     | 401       | 51         | 4,051     |
| Total.....                   | \$104,545 | \$107,813 | \$188,833  | \$217,277 |

**LIABILITIES.**

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$ 50,000 | \$ 50,000 | \$100,000 | \$100,000 |
| Funded debt.....               |           | 50,000    | 50,000    | 100,000   |
| Current liabilities.....       | 52,525    | 6,778     | 35,798    | 10,242    |
| Profit and loss (surplus)..... | 2,020     | 1,035     | 3,035     | 7,035     |
| Total.....                     | \$104,545 | \$107,813 | \$188,833 | \$217,277 |

PLANT AND EQUIPMENT.—Miles of track (electric), 8.9; gauge, 4 ft. 8½ ins.; 11 motor cars. Lorain Steel Co.

OFFICERS.—Pres. Chas. H. Tenney, V. Pres. & Treas. Henry A. Tenney, Sec. Frederick P. Royce, Gen. Man. Franklin Woodman, Supt. Clarence P. Hayden.

DIRECTORS.—H. A. Tenney, F. P. Royce, Chas. H. Tenney, Frank W. Stearns, Reginald H. Johnson.

GENERAL OFFICE, 89 State St., Boston, Mass.

Date of information, Mar., 1903. z

**AMHERST.**

Population in 1880, 4,298, in 1890, 4,512, in 1900, 5,028.

**The Amherst & Sunderland Street Railway Co.**—Chartered Feb. 27, 1896. Annual meeting second Tuesday in Nov. This company commenced operation June 18, 1897.

CAPITAL STOCK, authorized and issued, \$93,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$51,500; due Jan. 1, 1922; denom. \$500; int. payable Jan. & July. at First National Bank, Amherst; trustee of mortgage E. D. Bangs.

Debenture bonds, \$2,800.

OPERATION.—Year ending Sept. 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Total receipts.....          | \$10,601 | \$11,214 | \$10,688 | \$14,694 | \$21,418 |
| Operating expenses.....      | 12,349   | 8,734    | 8,413    | 11,207   | 14,656   |
| Earnings from operation..... | *1,748   | 2,480    | 2,275    | 3,486    | 6,762    |
| Deductions from earnings     |          |          |          |          |          |
| Interest.....                | 1,129    | 1,204    | 1,110    | 1,847    | 2,570    |
| Taxes.....                   | 231      | 143      | 297      |          |          |
| Other deductions,....        | 540      | 289      | 202      |          |          |
| Net income.....              | *3,650   | 844      | 666      | 1,639    | 3,773    |
| Dividends.....               |          |          | 440      | 880      | 2,020    |
| To surplus account.....      |          |          | 226      | 759      |          |
| Total surplus account....    | *3,582   | *2,738   | *2,512   | *1,753   | *1,753   |
| Per cent. dividends.....     |          |          |          |          | 4        |

\*Deficit.

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending Sept. 30, 1902.           |                  |
|---------------------------------------|------------------|
| General expenses.....                 | \$ 1,710         |
| Transportation expenses.....          | 11,307           |
| Maintenance of way and buildings..... | 1,034            |
| "    " equipment.....                 | 606              |
| <b>Total.....</b>                     | <b>\$ 14,656</b> |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------------|---------|---------|---------|---------|
| Revenue passengers carried....       | 215,955 | 208,731 | 292,735 | 431,435 |
| Car miles run.....                   | 61,869  | 65,864  | 103,643 | 175,658 |
| Total receipts per car mile.....     | \$.181  | \$.162  | \$.142  | \$.122  |
| Operating expenses per car mile..... | .141    | .128    | .108    | .083    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|----------------------------|----------|----------|----------|----------|-----------|
| Cost of road.....          | \$27,976 | \$28,050 | \$28,080 | \$65,830 | \$122,220 |
| " equipment.....           | 8,536    | 8,573    | 8,573    | 12,910   | 24,641    |
| Land and buildings....     | 6,540    | 6,069    | 6,087    | 19,327   | 31,515    |
| Cash and current assets    | 1,048    | 617      | 713      | 442      | 4,032     |
| Miscellaneous assets..     |          | 578      | 635      | 1,218    | 1,819     |
| Profit and loss (deficit). | 3,582    | 2,738    | 2,512    | 1,753    |           |

Total..... \$47,683 \$46,625 \$46,600 \$101,483 \$184,227

## LIABILITIES.

|                          |          |          |          |          |          |
|--------------------------|----------|----------|----------|----------|----------|
| Capital stock.....       | \$22,000 | \$22,000 | \$22,000 | \$48,000 | \$93,000 |
| Funded debt.....         | 21,500   | 21,500   | 21,500   | 21,500   | 51,500   |
| Debt bonds.....          | 2,800    |          |          |          |          |
| Current liabilities..... | 1,383    | 3,125    | 3,100    | 31,982   | 39,727   |

Total..... \$47,683 \$46,625 \$46,600 \$101,483 \$184,227

PLANT AND EQUIPMENT.—Miles of track (electric), 14.87; gauge, 4 ft. 8½ ins.; 56 lb. rail; 6 motor cars; 400 H. P. station plant; Erie City and Phoenix engines, West. dynamos and motors, Wason and Briggs cars, Peckham trucks.

OFFICERS.—Pres. Walter D. Cowls, V. Pres. & Treas. M. A. Dickinson, Sec. Chas. H. Edwards, Gen. Man. L. N. Wheelock.

DIRECTORS.—M. A. Dickinson, H. B. Edwards, T. L. Paige, Amherst, Mass.; Walter D. Cowls, George E. Fisher, North Amherst, Mass.; Levi Stockbridge, F. A. Cadwell, Sunderland, Mass., T. L. Whittemore.

GENERAL OFFICE, Amherst, Mass.

Date of information, Dec., 1902.

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## ATHOL.

Population in 1880, 4,307, in 1890, 6,310, in 1900, 7,061.

Athol & Orange Street Railway Co.—Chartered July 1, 1894.

CAPITAL STOCK, authorized and issued, \$74,500; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$60,000; dated Jan. 1, 1895, due 1915; denom. \$1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

## OPERATION.—Year ending Sept. 30,

|                                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers...                   | \$29,339 | \$29,824 | \$33,326 | \$35,987 | \$37,268 |
| " other sources.....                          | 120      |          | 40       | 212      | 30       |
| " total.....                                  | 29,459   |          | 33,366   | 36,199   | 37,298   |
| Operating expenses.....                       | 18,486   | 19,459   | 21,929   | 22,995   | 23,760   |
| Earnings from operation....                   | 10,973   | 10,365   | 11,437   | 13,204   | 13,538   |
| Deductions from earnings.                     |          |          |          |          |          |
| Interest on funded debt.                      | 3,000    | 3,000    | 3,000    | 3,000    | 3,000    |
| Int. and discount on unfund'd dbts and loans. | 197      | 154      | 181      | 136      |          |
| Taxes.....                                    | 1,849    | 90       | 1,169    | 1,942    | 2,046    |
| Other deductions.....                         |          | 495      |          |          |          |
| Net income.....                               | 5,475    | 7,094    | 7,132    | 8,263    | 8,492    |
| Dividends.....                                | 4,800    | 4,800    | 4,800    | 5,380    | 5,960    |
| Surplus.....                                  | 675      | 2,294    | 2,332    | 2,883    | 2,532    |
| Total surplus.....                            | 16,623   | 18,917   | 21,249   | 27,033   | 29,565   |
| Per ct. op.exp.to total recpts.               | 62.7     | 65.2     | 65.7     | 63.5     | 63.7     |
| Per ct. dividend.....                         |          |          |          |          | 8        |

## OPERATING EXPENSES.

| Year ending Sept. 30,    | 1898.           | 1899.           | 1900.           | 1901.           | 1902.           |
|--------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| General expenses.....    | \$ 2,976        | \$ 4,864        | \$ 7,255        | \$ 7,234        | \$6,785         |
| Transportation expenses. | 13,300          | 10,238          | 11,154          | 11,819          | 13,027          |
| Main. of road and bldgs. | 2,345           | 1,790           | 1,109           | 1,221           | 1,460           |
| "    " equipment.....    | 2,202           | 2,567           | 2,411           | 2,721           | 2,488           |
| <b>Total.....</b>        | <b>\$18,486</b> | <b>\$19,459</b> | <b>\$21,929</b> | <b>\$22,995</b> | <b>\$23,760</b> |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,       | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------|---------|---------|---------|---------|---------|
| Revenue pass. carried....   | 602,227 | 600,933 | 682,783 | 736,002 | 770,054 |
| Car miles run.....          | 114,075 | 111,338 | 134,671 | 137,056 | 140,368 |
| Total recpts. per car mile. | \$.258  | \$.268  | \$.247  | \$.264  | \$.265  |
| Oper'g exps. per car mile.  | .162    | .175    | .162    | .168    | .162    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road and equip. .... | \$126,832 | \$127,407 | \$127,407 | \$127,612 | \$127,614 |
| Other perm't invest....      | 9,179     | 10,196    | 10,197    | 29,539    | 29,939    |
| Cash assets.....             | 6,594     | 1,314     | 3,646     | 4,379     | 6,512     |
| Bills and accts rec'ble..    |           |           | 2,000     |           |           |
| Miscellaneous assets....     | 750       | 750       | 750       | 750       | 750       |

Total..... \$143,373 \$141,667 \$142,000 \$162,280 \$164,815

## LIABILITIES.

|                            |          |          |          |          |          |
|----------------------------|----------|----------|----------|----------|----------|
| Capital stock.....         | \$60,000 | \$60,000 | \$60,000 | \$74,500 | \$74,500 |
| Funded debt.....           | 60,000   | 60,000   | 60,000   | 60,000   | 60,000   |
| Loans and bills payable..  | 6,000    | 6,000    | 2,000    |          |          |
| Int. accrued, not yet due. | 750      | 750      | 750      | 750      | 750      |
| Profit and loss (surplus). | 16,623   | 18,917   | 21,250   | 27,030   | 29,565   |

Total..... \$143,373 \$141,667 \$142,000 \$162,280 \$164,815

PLANT AND EQUIPMENT.—Miles of track (electric), 7.32; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. George D. Bates, Sec. Wm. D. Luey, Treas. Albert N. Ellis, Gen. Man. Wilson D. Smith, Elec. H. H. Page.

DIRECTORS.—John W. Wheeler, Warren M. King, George D. Bates, Wilson D. Smith, Hollis H. Slate, Arthur F. Tyler, Wm. D. Luey.

GENERAL OFFICE, Athol, Mass.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1903.

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## BEVERLY.

Population in 1880, 8,456, in 1890, 10,821, in 1900, 13,884.

Beverly & Danvers Street Railway Co.—On Apr. 10, 1901, this company was consolidated with the Lynn & Boston R.R. Co., which is now a part of the Boston & Northern St. Ry. system. The capital stock of this company, is controlled by the Massachusetts Electric Companies, and its operation is included in the report of the Boston & Northern St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$36,000; par value, \$100 per share.

FUNDED DEBT.—See Boston & Northern St. Ry. Co.

Date of information, Mar., 1903.

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## BOSTON.

The population of Boston proper in 1880 was 362,839, in 1890, 448,477, in 1900 560,892. The total population of the city and suburbs in 1900 was approximately 1,050,000.

Boston Elevated Railway Co.—Chartered 1894 (charter amended June 19, 1897), for the purpose of building an elevated railway, leasing and operating surface lines, and furnishing rapid transit to the City of Boston. The company operates under lease the property of the West End Street Railway Co., to which is leased the Subway, built by the City of Boston within its "congested district." For terms of leases see West End Street Ry. Co.

An elevated railway to be operated in connection with the Subway and with the company's surface lines was put in operation on June 10, 1901. Atlantic Avenue line opened Aug. 22, 1901.

Capital Stock, authorized and issued, \$13,300,000; par value, \$100 per share. Permission to issue \$10,000,000 was granted by R. R. Commissioners, \$500,000 on July 26, 1897, \$9,500,000 on July 6, 1900, \$3,300,000 on Aug. 22, 1902.

Funded Debt.—The company has no direct funded indebtedness. The funded indebtedness of the West End Street Ry. Co., interest on which forms part of the rental of the latter, is \$12,866,000. For details see West End Street Ry. Co.

## Operation.—Year ending Sept. 30,

|                                         | 1899.            | 1900.            | 1901.            | 1902.            |
|-----------------------------------------|------------------|------------------|------------------|------------------|
| Recs. passengers.....                   | \$9,449,929      | \$9,948,439      | \$10,562,533     | \$11,060,385     |
| " other.....                            | 306,208          | 288,555          | 306,962          | 260,644          |
| " total.....                            | 9,756,137        | 10,236,994       | 10,869,495       | 11,321,030       |
| Op. expenses.....                       | 6,827,151        | 6,828,110        | 7,336,597        | 7,862,571        |
| Earnings oper'n.....                    | 2,928,986        | 3,408,884        | 3,532,898        | 3,458,459        |
| Deductions.                             |                  |                  |                  |                  |
| Int.on bds.W.E.Ry.                      | 495,725          | 498,570          | 575,551          | 625,767          |
| Taxes.....                              | 757,995          | 825,993          | 895,068          | 853,543          |
| Rentals (paid as dividends to lessors). | 1,157,130        | 1,157,130        | 1,157,130        | 1,157,130        |
| Subway rental....                       | 204,538          | 211,147          | *148,611         | *198,993         |
| Depreciation fund..                     |                  | 240,000          | 120,000          |                  |
| Other deductions.....                   |                  |                  |                  | 1,127            |
| <b>Total.....</b>                       | <b>2,615,388</b> | <b>2,932,840</b> | <b>2,896,360</b> | <b>2,836,560</b> |

Please note date of information at end of each report.

|                                | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------|---------|---------|---------|---------|
| Net income.....                | 313,598 | 476,044 | 636,538 | 621,899 |
| †Int. pd. hld'rs of B. E. rcts | 262,500 |         |         |         |
| Div. paid on capital stk.      |         |         | 225,000 | 600,000 |
| Int. pd. on cap. stk. pd. in.  |         |         | 112,500 |         |
| To surplus account.....        | 51,098  | 138,544 | 61,539  | 21,899  |
| Total surplus account..        | 265,175 | 401,970 | 463,509 | 483,733 |
| Per cent. dividends.....       |         |         |         | 6.      |

\*Rent paid for subway in 1901 was \$213,205, less amount collected from Boston & Northern St. Ry. Co. for 3 years and 28 days' use to Sept. 30, 1901, \$64,094—\$148,611; in 1902, \$219,026 less \$20,033 from Boston & Northern Co.

## OPERATING EXPENSES.

| Year ending Sept. 30,      | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------|-------------|-------------|-------------|-------------|
| General expenses.....      | \$ 835,000  | \$ 858,895  | \$ 698,046  | \$ 655,391  |
| Maint. of track and blgs.. | 1,309,198   | 1,022,002   | 877,516     | 982,230     |
| Equipment.....             | 602,521     | 579,109     | 709,335     | 871,480     |
| Road and snow exp.....     | 4,080,432   | 4,368,104   | 5,051,700   | 5,353,469   |
| Transportation exp.....    |             |             |             |             |
| Total.....                 | \$6,827,151 | \$6,828,110 | \$7,336,597 | \$7,862,571 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,               | 1899.       | 1900.       | 1901.       | 1902.        |
|-------------------------------------|-------------|-------------|-------------|--------------|
| Round trips.....                    | 3,177,701   | 3,405,396   | 3,899,518   | 4,687,479    |
| Revenue miles, elec..               | 34,542,520  | 38,126,445  | 42,104,688  | 40,047,381   |
| "    " horse.....                   | 51,704      | 45,539      | 10,521      |              |
| "    " ele'vtd.....                 |             |             | 1,516,175   | 5,725,455    |
| U. S. mail cars....                 | 174,294     | 181,530     | 193,495     | 227,163      |
| Revenue miles total..               | 34,768,518  | 38,353,514  | 43,824,879  | 45,999,999   |
| Total revenue passengers carried... | 191,023,224 | 201,124,710 | 213,703,983 | 222,484,811  |
| Transfer passengers carried.....    | 42,113,715  | 48,695,787  |             |              |
| Pass. rcts., elec.....              | \$9,443,779 | \$9,941,721 |             |              |
| "    " horse.....                   | 6,150       | 6,718       | 10,562,533  | \$11,060,385 |
| "    " elevated.....                |             |             |             |              |
| Rect. from mail cars..              | 20,046      | 21,678      | 21,600      | 28,109       |
| " total.....                        | 9,469,975   | 9,970,117   | 10,584,134  | 11,088,494   |
| Aver. rcts. per pass..              | .04947      | .04947      | .04943      | .04971       |

## Balance Sheet.—Dated Sept. 30,

| ASSETS.                                        | 1900.        | 1901.        | 1902.        |
|------------------------------------------------|--------------|--------------|--------------|
| Cost of road.....                              | \$2,318,143  | \$4,412,925  | \$ 4,739,276 |
| Cost of equipment.....                         | 35,813       | 874,447      | 1,307,813    |
| Real estate.....                               | 1,762,384    | 3,514,928    | 4,679,549    |
| Subway construction and equip..                | 40,791       | 133,061      | 158,269      |
| Cash on hand and in bank.....                  | 7,088,537    | 636,800      | 2,112,975    |
| Bills and accounts receivable....              | 200,187      | 469,313      | 963,410      |
| Stocks and bonds.....                          | 240,011      | 212,011      | 212,011      |
| Bonds deposited with Commonwealth of Mass..... | 500,000      | 500,000      | 500,000      |
| Materials and supplies.....                    | 215,429      | 604,192      | 748,452      |
| Somerville Horse R. R. Co.....                 | 102,851      | 102,851      | 102,851      |
| West End St. Ry. Co., open accts..             | 700,265      | 708,945      | 740,136      |
| "    " property ".....                         | 1,882,446    | 3,286,496    | 1,869,730    |
| "    " bond ".....                             | 1,918        | 30,605       |              |
| Total.....                                     | \$15,088,776 | \$15,486,574 | \$18,134,471 |

## LIABILITIES.

|                                                   |              |              |              |
|---------------------------------------------------|--------------|--------------|--------------|
| Common stock.....                                 | \$10,000,000 | \$10,000,000 | \$10,000,000 |
| "    " subscriptions.....                         |              |              | 2,383,310    |
| Audited vouchers and accounts...                  | 695,720      | 421,056      | 332,904      |
| Salaries and wages.....                           | 149,067      | 133,649      | 125,616      |
| Notes payable.....                                |              | 375,000      | 500,000      |
| Dividends not called for.....                     | 7,951        | 9,884        | 9,482        |
| Matured int., coupons unpaid....                  | 31,648       | 35,400       | 39,550       |
| Rentals unpaid.....                               | 317,975      | 317,975      | 317,975      |
| Outstanding tickets and checks..                  | 19,565       | 20,282       | 21,042       |
| Interest accrued and not yet due..                | 141,915      | 142,102      | 150,052      |
| Taxes accrued and not yet due...                  | 820,670      | 885,422      | 840,900      |
| Rentals accrued and not yet due..                 | 131,825      | 131,825      | 131,825      |
| West End St. Ry. Co., lease ac..                  | 1,227,208    | 1,227,208    | 1,227,208    |
| West End Street Ry. Co. special bond account..... |              |              | 12,849       |
| Damage fund.....                                  | 423,262      | 423,262      | 598,016      |
| Insurance fund.....                               | 240,000      | 300,000      | 360,000      |
| Depreciation fund.....                            | 480,000      | 600,000      | 600,000      |
| Profit and loss (surplus).....                    | 401,970      | 463,509      | 483,733      |
| Total.....                                        | \$15,088,776 | \$15,486,574 | \$18,134,471 |

**Mileage.**—The following is the track mileage of the Boston Elevated Ry. Co.

|                         | 1898.   | 1899.   | 1900.   | 1901.    | 1902.    |
|-------------------------|---------|---------|---------|----------|----------|
| Main line.....          | 158.992 | 165.554 | 179.826 | 197.662  | 198.810  |
| Second track.....       | 121.167 | 134.739 | 152.351 | 164.351  | 164.644  |
| Sidings, etc.....       | 6.954   | 37.380  | 37.984  | 8.910    | 8.001    |
| Car houses and yards... | 28.937  |         |         | 37.418   | 37.952   |
| Total.....              | 316.050 | 337.673 | 370.161 | *408.340 | *409.407 |

|                                               | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------------------|---------|---------|---------|---------|---------|
| Miles built with heavy girder rail.....       | 243.370 | 276.040 | 318.2   | 339.16  | 346.706 |
| Miles compl'tly equipped electric system..... | 306.024 | 327.133 | 353.636 | 386.243 | 386.581 |
| Miles partially equipped                      | 2.333   | 3.908   | 10.354  | †.350   | †.596   |
| Miles built in the Subway                     | 5.473   | 5.473   | 5.42    | 5.11    | 5.10    |

\*Includes 15.543 miles of elevated track.  
†Underground wiring only. Includes 16.015 miles of electric track.

**Plant and Equipment.**—Gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. girder and tram rail; 279 horses, 25 horse cars and 3,105 motor cars, 12 mail cars; 4,579 motors, 75 horse snow plows, 215 electric snow plows, 551 snow sleds, 534 miscellaneous vehicles; Allis, A. & S., McJ. & S. engines, Gen. Elec. dynamos, Gen. Elec., West, and Walker motors, Jones, Newburyport, Laconia, Pullman, Brownell and own cars.

**Officers.**—Pres. William A. Bancroft, V. Pres. Charles S. Sergeant, Sec. John T. Burnett, Treas. William Hooper, Auditor H. L. Wilson, Gen. Solicitors, Gaston, Snow & Saltonstall, General Counsel, J. Otis Wardwell, Ch. of Bureau of Real Estate, Geo. C. Travis, Ch. Engr. Elevated Lines, Geo. A. Kimball, Pur. Agt. Edward Mahler.

**Directors.**—Frederick H. Ayer, William A. Bancroft, Samuel Carr, T. Jefferson Coolidge, Jr., N. W. Rice, W. S. Swan, Wm. S. Spaulding, Quincy A. Shaw, Jr., F. H. Peabody, James M. Prendergrast, James Phillips, Jr., Robert Winsor, John J. Bright.

**Executive Committee.**—William A. Bancroft, James M. Prendergrast, Robert Winsor.

**General Office.**—101 Milk St., Boston, Mass.

**Power Station.**—Lincoln Wharf, Boston, Mass.

**References.**—Important changes in Boston, Vol. XVI, Feb. 3, '00, p. 127; construction work, May 19, '00, p. 502; June, '00, p. 471; subway electrical tests, Apr. 14, '00, p. 395; multiple unit system, May 12, '00, p. 489; tests of train unit, May 5, '00, p. 364; controlling systems, May 5, '00, p. 440 (ill.); annual report, Vol. XVII, Jan. 12, '01, p. 103; description of power plant, Vol. XVII, Mar. 2, '01, p. 253 (ill.); opening of road, Vol. XVII, May 4, '01, p. 533 (ill.); block signal system, Vol. XVIII, Sept. 7, '01, p. 259 (ill.); Charlestown station, Vol. XX, July 26, '02, p. 118 (ill.).

Date of information, Mar., 1903.

For map of system, see inset between pages 72 and 73.

**West End Street Railway Co.**—Chartered Feb. 1, 1887. Annual meeting in Nov. This is a consolidation of the following companies:

Metropolitan R. R. Co.  
Boston Consolidated Street Ry. Co.,  
Highland Street Ry. Co.  
Middlesex R. R. Co.  
South Boston R. R. Co.  
Cambridge R. R. Co.  
Charles River Street Ry. Co.  
Arlington Horse R. R. Co.  
Suburban Street Ry. Co.

**Leased.** on Dec. 30, 1897, to the Boston Elevated Ry. Co. for 24 years, 8 months and 9 days from Oct. 1, 1897, at a rental of 7 per cent. per annum on its common and 8 per cent. on its preferred stock, in addition to rentals, interests, etc.

In Dec., 1896, the West End Street Ry. Co. leased from the city of Boston the right to use the subway for 4½ p. c. of net cost of the subway, this cost not to exceed \$7,000,000. This lease has been assumed by the Boston Elevated Ry. Co.

**Capital Stock.**—Common stock, authorized, \$10,000,000, issued, \$9,085,000; par value, \$50 per share.

8 p. c. preferred stock, authorized and issued \$6,400,000; par value, \$50 per share.

**Funded Debt.**—\$14,666,000, as follows:

Debenture 5 p. c. gold coupon bonds, \$3,000,000; dated Nov. 1, 1892, due 1902; denom. \$1,000; int. payable May and Nov., at office of American Loan & Trust Co. of Boston.

Debenture 4½ p. c. gold coupon bonds, authorized and issued, \$2,000,000; dated Mar. 1, 1894, due 1914; denom., \$1,000; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston.

Debenture 4 p. c. gold coupon bonds, authorized and issued, \$815,000; dated 1896, due 1916; denom. \$1,000; int. payable May 1 and Nov. 1, at office of American Loan & Trust Co. of Boston.

4 p. c. gold coupon bonds, authorized and issued, \$2,700,000; dated Feb. 1, 1897, due 1917; int. payable Feb. and Aug., at office of American Loan & Trust Co. of Boston.

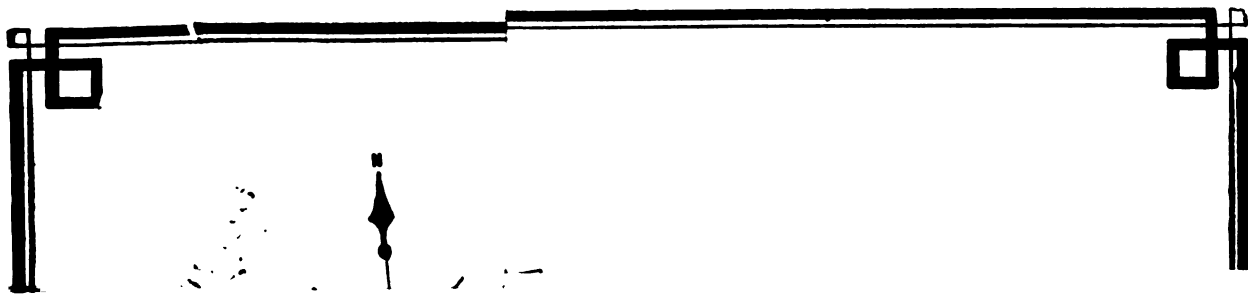
Debenture 4 p. c. coupon bonds, authorized and issued, \$4,239,000; dated Aug. 1, 1900, due 1915; denom. \$1,000; int. payable Feb. and Aug. at office of Old Colony Trust Co. of Boston.

Assumed bond obligations of constituent corporations:

Bonds Metropolitan R. R. due in 1903, 5 per cent. \$500,000  
" Middlesex R. R. " 1904, 5 " 200,000  
" Boston Con. St. Ry. " 1907, 5 " 500,000  
" So. Boston H. Ry. " 1905, 5 " 200,000  
" Cambridge R. R. " 1903, 5 " 362,000  
" Cha's River St. Ry. " 1904, 5 " 150,000

Interest on all these bonds is paid by the Boston Elevated Ry. Co.

Please note date of information at end of each report.







**Dividends.**—On common stock, in 1888, 5 p. c.; in 1889, 10 p. c.; in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892, 10 p. c.; in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 6½ p. c.; in 1896, 7 p. c.; in 1897, 7½ p. c.; in 1898-9, 1900 and 1901, 7 p. c. On preferred stock, since 1888, 8 p. c.

Dividends on common stock payable Apr. 1 and Oct. 1; on preferred stock Jan. 1 and July 1.

**Leased Roads.**—The company leases the properties of the Malden & Melrose R. R. Co., the Somerville Horse R. R. Co., and the Boston & Chelsea R. R. Co.

**Operation.**—(See Boston Elevated Ry. Co.)

**Balance Sheet.**—The following balance sheets of the West End Ry. Co., are given herewith for the sake of comparison.

| Assets.                                  |              |              |              |              |
|------------------------------------------|--------------|--------------|--------------|--------------|
| CONSTRUCTION, EQUIPMENT AND REAL ESTATE. |              |              |              |              |
| Year ending Sept. 30,                    | 1899.        | 1900.        | 1901.        | 1902.        |
| Construct. of road...                    | \$ 6,685,924 | \$ 6,918,634 | \$ 7,112,390 | \$ 7,942,009 |
| " elec. lines..                          | 2,161,129    | 2,222,307    | 2,289,713    | 2,463,675    |
| " subway eq'ip.                          | 292,275      | 295,402      | 301,916      | 296,942      |
| General equip. ....                      | 6,909,278    | 7,097,287    | 7,365,581    | 8,080,813    |
| Other perm. invest....                   | 10,778,312   | 10,553,090   | 10,469,041   | 10,734,953   |
| Engineering exp. ....                    | 175,712      | 175,712      | 175,713      | 175,713      |
| SUNDY ITEMS.                             |              |              |              |              |
| Cash and curr't assets.                  | 1,676        | 35,232       | 3,189        | 4,570        |
| B. Elev. Ry. Co. spec. bond account...   | 75,932       |              |              |              |
| B. El'v. Ry. Co. lease ac.               | 1,227,208    | 1,227,208    | 1,227,208    | 1,227,208    |
| Total.....                               | \$28,307,446 | \$28,524,872 | \$28,944,751 | \$30,925,883 |
| Liabilities.                             |              |              |              |              |
| Cap stock, common...                     | \$ 9,085,000 | \$ 9,085,000 | \$ 9,085,000 | \$ 9,085,000 |
| " " preferred..                          | 6,400,000    | 6,400,000    | 6,400,000    | 6,400,000    |
| Funded debt.....                         | 10,945,000   | 12,866,000   | 12,866,000   | 14,666,000   |
| B. E. Ry. Co. account.                   | *1,804,055   | 605          | *419,935     | *559,670     |
| Profit and loss (surp.).                 | 73,391       | 173,267      | 173,815      | 215,213      |
| Total.....                               | \$28,307,446 | \$28,524,872 | \$28,944,751 | \$30,925,883 |

\*This item is a liability of this company only so far as it is made such by the terms of the lease between this company and the Boston Elevated Ry. Co., and is payable only to the extent and in the manner provided in said lease.

**Plant and Equipment.**—Miles of track, 373.56 (See Boston Elevated Ry. Co.)

**Officers.**—Pres. Jos. B. Russell, Sec. & Treas. Parkman Dexter.

**Directors.**—Jos. B. Russell, Samuel Spencer, Moses Williams, Chas. A. Williams, Alfred Winsor, C. Minot Weld, S. M. Weld, John Parkinson, Charles M. Baker, Edwin F. Atkins, Parkman Dexter.

**General Offices,** 101 Milk Street.

**Reference.**—Description of power plant, Vol. XX, July 26, '02, p. 118 (ill.).

Date of information, Mar., 1903.

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**Massachusetts Electric Companies.**—This is not an incorporated company, but was formed in May, 1899, as a voluntary association of electric light and street railway companies, which is managed by a board of fifteen trustees, who hold the title to its assets. The Declaration of Trust strictly provides against the creation of any indebtedness for which any shareholder or officer can be held personally liable.

The following is a list of the street railway companies controlled Mar. 1, 1903, those marked \* having at various dates (see report of companies) absorbed all of the other companies. In Mar., 1901, the total number of companies had been reduced to three operating companies.

|                                     |                                                 |
|-------------------------------------|-------------------------------------------------|
| Beverly and Danvers.                | Newport (Newport, R. I.).                       |
| Boston, Milton & Brockton.          | Newport & Fall River (Newport, R. I.) (leased). |
| Boston & Northern.                  | Norfolk Central (Dedham, Mass.).                |
| Braintree.                          | Norfolk Suburban (Hyde Park, Mass.).            |
| *Brockton, Bridgewater & Taunton.   | North Woburn.                                   |
| *Brockton.                          | Providence & Taunton                            |
| Brockton & East Bridgewater.        | Quincy & Boston.                                |
| Dighton, Somerset & Swansea.        | Reading & Lowell (Lowell, Mass.).               |
| Globe (Fall River, Mass.).          | *Reading, Wakefield & Lynnfield.                |
| Gloucester.                         | Rockport.                                       |
| Gloucester, Essex & Beverly.        | Salem & Wakefield.                              |
| Gloucester & Rockport.              | South Shore & Boston.                           |
| *Haverhill & Andover.               | Taunton.                                        |
| *Lawrence & Reading.                | Taunton & Brockton.                             |
| Lowell & Suburban.                  | Wakefield & Stoneham.                           |
| *Middletown & Danvers.              | West Roxbury & Roslindale.                      |
| Mystic Valley (Stoneham, Mass.).    | Woburn & Reading.                               |
| Nashua (Nashua, N. H.) (leased).    |                                                 |
| Needham & Boston.                   |                                                 |
| New Bedford, Middleboro & Brockton. |                                                 |

These companies cover the major part of street railway mileage in eastern Massachusetts, extending northerly to Nashua, N. H.,

Newburyport and Gloucester, and southerly to Newport and Providence, R. I., making direct connections with the street railway system of Boston and vicinity. It is understood that the majority, and in most instances practically all, of the stock of the companies mentioned above is held by the trustees. The Hyde Park Electric Light Co. and the Newport Illuminating Co. (consolidated with Newport & Fall River St. Ry. Co., Dec. 24, 1900,) are also included in the consolidation.

\*Operates separately.

**Capital Stock.**—Common, authorized and issued, \$14,293,100; par value, \$100 per share.

Preferred, authorized \$20,557,400, issued, (Jan. 1, 1903,) \$18,632,400; 4 p. c. cumulative; par value, \$100 per share.

**Note.**—The capitalization of the Massachusetts Electric Companies is represented by certificates (common and preferred) which give the owners a proportionate interest in the shares held by its trustees. Nearly all of the capital stock of the constituent companies is represented by this capitalization, and the latter is also large enough to take care of extensions, improvements, floating debts, etc., for the separate companies.

**Funded Debt.**—Debenture 4½ p. c. gold coupon notes, authorized, \$3,500,000, issued, \$2,700,000; dated Jan. 1, 1901, due Jan. 1, 1906; subject to call on four weeks' notice on and after Jan. 1, 1902 at the price netting 4 p. c. of premium, if held to maturity; int. payable Jan. and July at office of Old Colony Trust Co., trustee.

The funded indebtedness of the separate corporations controlled by it, Sept. 30, 1901, amounts in total to \$13,813,500, in addition to their floating debts.

| Operation.                                                                                                                                   |             |             |             |             |
|----------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|
| The combined income accounts of the separate street railway and lighting companies controlled are as follows, for the years ending Sept. 30, |             |             |             |             |
|                                                                                                                                              | 1899.       | 1900.       | 1901.       | 1902.       |
| Total earnings.....                                                                                                                          | \$5,033,296 | \$5,518,837 | \$5,778,133 | \$6,090,168 |
| Oper. exp. and taxes....                                                                                                                     | 3,382,093   | 3,659,337   | 3,915,486   | *3,827,372  |
| Earns. from operation...                                                                                                                     | 1,651,203   | 1,859,500   | 1,862,648   | 2,262,796   |
| Deductions from earn...                                                                                                                      | 941,997     | 994,294     | 937,206     | 1,391,239   |
| Net income.....                                                                                                                              | 709,206     | 865,206     | 925,442     | 871,557     |
| Dividends.....                                                                                                                               | 439,541     | 645,545     | 779,462     | 676,390     |
| Balance.....                                                                                                                                 | 269,665     | 219,661     | 145,980     | 195,167     |
| Renewal account.....                                                                                                                         | 78,430      | 89,000      |             |             |
| Depreciation account....                                                                                                                     | 105,000     | 93,229      |             |             |
| Surplus.....                                                                                                                                 | 86,235      | 37,432      |             |             |

\*Excluding taxes.

**Balance Sheet.**—Combined statements of the street railway and lighting companies controlled are as follows, for the years ending Sept. 30,

| ASSETS.                  |              |              |              |              |
|--------------------------|--------------|--------------|--------------|--------------|
|                          | 1899.        | 1900.        | *1901.       | †1902.       |
| Property.....            | \$27,556,721 | \$28,631,989 | \$29,370,508 | \$31,152,269 |
| Cash.....                | 433,165      | 661,422      | 513,115      | 578,051      |
| Accounts receivable..    | 351,362      | 571,673      | 226,218      | 202,690      |
| Materials and supp..     | 331,424      | 467,678      | 546,687      | 609,453      |
| Prep'd taxes and ins..   | 78,924       | 94,427       | 102,078      | 109,142      |
| Coupon deposits.....     |              |              | 110,960      | 113,435      |
| Sink and redemp. f'nds   |              |              | 92,860       | 43,867       |
| Total.....               | \$28,751,596 | \$30,427,189 | \$30,962,426 | \$32,808,906 |
| LIABILITIES.             |              |              |              |              |
| Capital stock.....       | \$10,656,585 | \$11,457,400 | \$12,988,200 | \$12,632,200 |
| Funded debts.....        | 14,248,000   | 14,578,500   | 13,813,500   | 13,181,500   |
| Notes payable.....       | 2,235,949    | 2,064,507    | 1,990,176    | 4,772,150    |
| Accounts payable....     | 58,637       | 62,409       | 499,422      | 752,232      |
| Audited vouchers....     | 406,476      | 811,291      |              |              |
| Accrued liabilities....  | 443,448      | 314,194      | 305,290      | 321,875      |
| " dividends...           | 152,769      | 375,786      | 530,405      | 328,133      |
| State and local taxes.   |              |              | 237,165      | 243,714      |
| Coupons outstanding.     |              |              | 110,585      | 113,448      |
| Renewal funds.....       | 129,901      | 109,756      | 21,397       | 12,810       |
| Profit and loss (surp.). | 419,831      | 653,346      | 466,286      | 450,845      |
| Total.....               | \$28,751,596 | \$30,427,189 | \$30,962,426 | \$32,808,906 |

\*As compared with previous years does not include the Nashua Street Railway leased to and operated by the Boston and Northern Street Railway Company, as interest has been sold; includes the Lawrence and Reading, the Middleton and Danvers, the Haverhill and Andover, and the Reading, Wakefield and Lynnfield Street Railway Companies acquired during the year.

†Does not include Newport & Fall River St. Ry. Co.

#### TRUSTEES ACCOUNTS.

**Income Account.**—The following account for 1900 gives the income and expenditure of the trustees from June 30, 1899, when trustees assumed management, to Sept. 30.

| RECEIPTS.                                  |           |           |           |
|--------------------------------------------|-----------|-----------|-----------|
| Year ending Sept. 30,                      | 1900.     | 1901.     | 1902.     |
| Dividends from companies.....              | \$807,311 | \$777,841 | \$697,960 |
| Coupons collected.....                     | 23,850    |           |           |
| Int. charges on notes, b'k balances, etc.. | 73,597    | 41,318    | 97,994    |
| Total.....                                 | \$904,758 | \$819,159 | \$795,954 |

Please note date of information at end of each report.

## DISBURSEMENTS.

|                                                                               |           |           |           |
|-------------------------------------------------------------------------------|-----------|-----------|-----------|
| Legal expenses and salaries.....                                              | \$ 11,261 | \$ 15,565 | \$ 9,850  |
| Miscellaneous expenses.....                                                   | 7,639     | 16,098    | 7,298     |
| Adjust. of divid's with Lowell & Suburban and So. Shore & Boston St. Ry. cos. | 15,087    |           |           |
| Interest.....                                                                 | 28,937    |           |           |
| Interest on coupon notes.....                                                 |           | 89,691    | 121,500   |
| Dividends (Mass. Elec. Co's).....                                             | 480,000   | 602,296   | 625,213   |
| Balance.....                                                                  | 361,834   | 95,508    | 32,093    |
| Total.....                                                                    | \$904,758 | \$819,159 | \$795,954 |

## Balance Sheet.—Dated Sept. 30,

| ASSETS.                                               | 1900.        | 1901.        | 1902.        |
|-------------------------------------------------------|--------------|--------------|--------------|
| Stocks, bonds, etc.....                               | \$28,198,225 | \$28,544,979 | \$27,850,821 |
| Stocks deposited to secure issue of coupon notes..... |              | 2,711,000    | 2,711,000    |
| * Cash.....                                           | 321,623      | 231,876      | 25,368       |
| Notes and accounts receivable...                      | 636,773      | 916,522      | 4,081,670    |
| Dividend account.....                                 | 544          | 5,908        | 166,250      |
| Discount on sale of pref. shares..                    |              |              | 3,202        |

Total..... \$29,157,165 \$32,410,286 \$34,838,311

## LIABILITIES.

|                                |              |              |              |
|--------------------------------|--------------|--------------|--------------|
| Common stock.....              | \$13,717,700 | \$14,293,100 | \$14,293,100 |
| Preferred ".....               | 15,056,900   | 15,057,400   | 17,432,400   |
| Coupon notes.....              |              | 2,700,000    | 2,700,000    |
| Accounts payable.....          | 20,187       | 862          | 750          |
| Dividends uncalled for.....    | 544          | 5,908        | 3,202        |
| Accrued dividends.....         |              | 150,574      | 174,324      |
| Accrued interest.....          |              | 30,375       | 30,375       |
| Profit and loss (surplus)..... | 361,834      | 172,067      | 204,160      |

Total..... \$29,157,165 \$32,410,286 \$34,838,311

**Plant and Equipment.**—Controlled miles of track, 860; gauge, 4 ft. 8½ in.; 2,134 motor cars; 23 power stations, with an aggregate of 40,175 H. P.

**Trustees.**—(For one year) Richard Olney, Chas. E. Cotting, Eugene N. Foss, Percy Parker, Charles Francis Adams, 2d, (for two years) S. Endicott Peabody, Philip Dexter, Everett W. Burdett, Philip L. Saltonstall, E. Rollins Morse, (for three years) Gordon Abbott, Reginald Foster, Alexander Cochrane, Stillman F. Kelly, Walter Hunnewell.

**Executive Committee.**—Gordon Abbott, Chairman, Charles F. Adams 2d, E. N. Foss, Percy Parker, Philip L. Saltonstall.

**Officers.**—Pres. Gordon Abbott, V. Pres. Charles E. Cotting, Sec. Everett W. Burdett, Treas. J. H. Goodspeed, Gen. Man. Patrick F. Sullivan, Aud'r D. Dana Bartlett.

**General Office,** 14 Kilby Street, Boston, Mass.

**References.**—Annual report, Vol. XVIII, Dec. 21, '01, p. 883; increase in wages of employees, Vol. XXI, Feb. 28, '03, p. 338.

Date of information, Mar., 1903.

For map of system, see inset between pages 72 and 73.

**Boston & Northern Street Railway Co.**—This was formerly known as the Lynn & Boston R. R. Co., which was chartered Apr. 6, 1859. Annual meeting fourth Thursday in Oct. In 1892 the Naumkeag Street Ry. Co., of Salem, the Lynn Belt Line Street Ry. of Lynn, and the Essex Electric Street Ry. Co., of Salem were consolidated with this company, and on Mar. 3, 1900, the Gloucester St. Ry. Co. (having previously been consolidated with the Gloucester, Essex & Beverly St. Ry., and the Rockport St. Ry.) was consolidated with this company, and on the same date the Wakefield & Stoneham St. Ry. Co. (having previously consolidated with the Mystic Valley St. Ry., the Reading & Lowell St. Ry., the Salem & Wakefield St. Ry. and the Woburn & Reading St. Ry.) was consolidated with this company. On Apr. 10, 1901, the Beverly & Danvers St. Ry. Co., and on May 6, 1901, the North Woburn St. Ry. Co. and the Lowell, Lawrence & Haverhill St. Ry. Co., with which the Lowell & Suburban St. Ry. Co. had been consolidated on Nov. 21, 1900, was also absorbed (the capital stock of these companies being controlled by the Massachusetts Electric Companies).

The company's lines are situated in the cities of Boston, Lynn, Everett, Chelsea, Woburn, Malden, Salem, Beverly and the towns of Marblehead, Swampscott, Danvers, Hamilton, Revere, Stoneham, Saugus, Wenham, Melrose, Peabody. The total population served in 1900 (exclusive of Boston) is approximately 653,155

**Capital Stock,** authorized, \$8,320,300, and issued, \$6,123,000; par value, \$100 per share.

**Funded Debt.**—\$8,027,000, and \$417,500 coupon notes, as follows: First mortgage 5 p. c. gold bonds, authorized, \$5,379,000, issued, \$3,723,000, in escrow (see Note), \$1,495,000; coupon, but may be registered; dated Dec. 1, 1894, due 1924; denom. \$1,000; int. payable June and Dec., at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

6 p. c. gold coupon notes, authorized, \$1,250,000, issued, \$405,000; dated Apr. 1, 1897, due 1917; int. payable Apr. and Oct. These notes are shortly to be retired.

5 p. c. debenture bonds, \$100,000; dated Apr. 1, 1887, due 1907.

5 p. c. debenture bonds, \$186,000; dated Mar. 1, 1892, due 1912.

## ADDITIONAL LIENS.

**NAUMKEAG STREET RY. Co.**—First mortgage 5 p. c. bonds, \$215,000; dated June 1, 1886, due 1906; trustees of mortgage, Rufus H. Brown, et. al.

5 p. c. debenture bonds, \$49,000; dated Apr. 1, 1887, due 1907.

First consolidated mortgage 5 p. c. bonds, \$711,000; dated July 1, 1890, due 1910; trustee of mortgage, Manhattan Trust Co., of New York.

6 p. c. debenture bonds, \$24,000; dated Sept. 1, 1890, due 1910.

6 p. c. debenture bonds, \$10,000; dated July 1, 1891, due 1911.

**LYNN BELT LINE STREET RY. Co.**—First mortgage 5 p. c. bonds, \$100,000; dated May 1, 1890, due 1910; trustee of mortgage, American Loan & Trust Co., of Boston.

**ESSEX ELECTRIC STREET RY. Co.**—First mortgage 6 p. c. bonds, \$100,000; dated Jan. 1, 1891, due 1911; trustee of mortgage, Old Colony Trust Co., of Boston.

**GLOUCESTER STREET RY. Co.**—First mortgage 5 p. c. bonds, \$60,000; dated Apr. 1, 1897, due 1907; trustee of mortgage, American Loan & Trust Co., of Boston.

**GLOUCESTER, ESSEX & BEVERLY STREET RY. Co.**—First mortgage 5 p. c. bonds, \$125,000; dated Dec. 1, 1896, due 1916; trustee of mortgage, American Loan & Trust Co., of Boston.

**MYSTIC VALLEY STREET RY. Co.**—First mortgage 5 p. c. bonds, \$60,000; dated Jan. 1, 1899, due 1919.

**WAKEFIELD & STONEHAM STREET RY. Co.**—First mortgage 5 p. c. bonds, \$150,000; dated Mar. 1, 1895, due 1915; trustee of mortgage, American Loan & Trust Co., of Boston.

**ROCKPORT STREET RY. Co.**—6 p. c. coupon notes, \$12,500; due Oct. 15, 1916.

**LOWELL, LAWRENCE & HAVERHILL STREET RY. Co.**—First mortgage 5 p. c. bonds, authorized, \$1,900,000, issued and outstanding, \$1,008,000, in escrow (see Note), \$350,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. \$1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

**Merrimack Valley Street Ry. Co.**'s first mortgage 5 p. c. gold bonds, \$342,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct., at office of the International Trust Co., of Boston, trustee of mortgage.

**Peoples' Street Ry. Co.**'s first mortgage 5 p. c. gold bonds, \$64,000; dated Jan. 1, 1898, due 1928; int. payable Jan. and July at office of State Street Trust Co., of Boston, trustee of mortgage.

**LOWELL & SUBURBAN STREET RY. Co.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated Dec. 1, 1891, due 1911; denom. \$1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

The amount of first mortgage bonds authorized by law and by vote of the stockholders is \$5,500,000. The amount authorized by the Board of Railroad Commissioners and by the Board of Directors of the company is, as stated, \$5,379,000.

The first mortgage bonds are a first lien upon all the property of the consolidated company except that formerly owned by the Lynn Belt Line Street Ry. Co., the Essex Electric Street Ry. Co. and the Naumkeag Street Ry. Co., which were mortgaged by the three companies, respectively, prior to the acquisition thereof by the company. Provision is made in the first mortgage for retiring, by exchange of bonds or otherwise, all the bonds secured by said mortgages.

\$1,495,000 of the first mortgage bonds are held in escrow to retire the outstanding bonds of the four companies consolidated in 1892.

\$350,000 of the Lowell, Lawrence & Haverhill Street Ry. Co.'s first mortgage 5 p. c. bonds are held in escrow to retire at maturity the first mortgage bonds of the Merrimack Valley Street Ry. Co.

The first mortgage bonds of the Lowell, Lawrence & Haverhill Street Ry. Co. may be called for payment at 105 and interest, or may be purchased in open market at a lower price. The mortgage deed provides that the company shall retire by purchase or call, ½ p. c. of its outstanding bonds during each of the years ending May 31, 1894 to 1898 inclusive; 1 p. c. in 1898 to 1902; 1½ p. c. in 1903 to 1907; 2 p. c. in 1909 to 1913; 2½ p. c. in 1913 to 1917 inclusive, and 3 p. c. in 1918 to 1922, \$68,000 having already been retired. The unissued first mortgage bonds now in the treasury may be issued and sold for cash, the proceeds to be used to increase the property of the company.

**Dividends.**—In 1887-8, 8 p. c. on \$300,000; in 1889-90, 8 p. c. on \$400,000; in 1891, 8 p. c. on \$500,000; in 1892, 4 p. c. on \$600,000, and 4 p. c. on \$700,000; in 1893-4-5, 8 p. c. on \$1,000,000; on Mar. 31, 1896, 4 p. c. on \$1,100,000, on Sept. 30, 4 p. c. on \$1,220,800; in 1897, 4 p. c. on \$1,220,800, and 4 p. c. on \$1,266,000, in 1898 and 1899, 8 p. c. on \$1,266,000, in 1900, 3 p. c. on \$2,271,000; in 1901, 3 p. c. on \$3,323,000, 3 p. c. on \$6,123,000; 1902 6 p. c. on \$6,123,000.

**Leased Roads.**—The company operates the property of the East Middlesex Street Ry. Co. under a 99 year lease, from May 1, 1893, the property of the Winnisimmet R. R. Co. under a 999 year lease, dated 1880, the property of the Boston & Chelsea R. R. Co. under a 99 year lease, dated 1880, the property of the Boston & Revere Electric Street Ry. Co., under a 99 year lease, dated 1895, and the property of the Nashua Street Ry. Co. under a 99 year lease, dated 1900.

Please note date of information at end of each report.



| Operation.—Year ending Sept. 30, |             |             |             |             |             |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|
|                                  | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
| Rechts. from pass.               | \$1,484,251 | \$1,563,469 | \$1,921,876 | \$2,716,463 | \$3,450,399 |
| " other sources                  | 6,060       | 6,708       | 23,539      | 42,239      | 48,676      |
| " total.....                     | 1,490,311   | 1,570,177   | 1,945,415   | 2,758,702   | 3,499,075   |
| Operating exp..                  | 855,790     | 858,782     | 1,104,098   | 1,601,883   | 2,113,462   |
| E'rn'gs from op..                | 634,521     | 711,395     | 840,417     | 1,156,819   | 1,385,613   |
| Deduct. from earn.               |             |             |             |             |             |
| Int. funded &                    |             |             |             |             |             |
| fl't'g debt..                    | 304,346     | 308,519     | 367,479     | 423,377     | 517,230     |
| Taxes.....                       | 27,600      | 65,339      | 96,306      | 168,125     | 215,310     |
| Rentals.....                     | 98,018      | 126,187     | 122,541     | 100,996     | 121,424     |
| Other deduc.                     |             | 105,000     | 67,697      | 46,594      | 29,624      |
| Net income.....                  | 204,467     | 106,350     | 186,394     | 417,727     | 502,026     |
| Ex'ord'y deduc-                  |             |             |             |             |             |
| t'ns from inc'me.                | 96,906      |             |             |             |             |
| Div. paid.....                   | 101,280     | 101,280     | 68,130      | 374,220     | 367,380     |
| To surplus acct..                | 6,281       | 5,070       | 118,264     | 43,507      | 134,646     |
| Total surp. acct.                | 96,665      | 101,299     | 187,271     | 215,459     |             |
| P. c. op. exp. to                |             |             |             |             |             |
| total receipts..                 | 57.4        | 54.7        | 56.8        | 58.1        | 60.7        |

## OPERATING EXPENSES.

| Year ending Sept. 30,        | 1898.     | 1899.     | 1900.      | 1902.       |
|------------------------------|-----------|-----------|------------|-------------|
| General expenses.....        | \$ 82,769 | \$ 69,387 | \$135,640  | \$ 330,695  |
| Maint. of roadway and bldgs  | 129,931   | 135,178   | 116,194    | 176,645     |
| " " equipment.....           | 116,418   | 116,743   | 124,388    | 197,261     |
| Transportation expenses..... | 526,672   | 537,474   | 728,776    | 1,408,861   |
| Total.....                   | \$855,790 | \$858,782 | \$1,104,99 | \$2,113,462 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,        | 1899.      | 1900.      | 1901.      | 1902.      |
|------------------------------|------------|------------|------------|------------|
| Passengers carried.....      | 30,287,399 | 38,751,814 | 54,821,858 | 69,299,473 |
| Car miles run.....           | 6,032,174  | 7,508,170  | 10,646,530 | 14,139,780 |
| Total rec'ts per car mile... | \$.260     | \$.256     | \$.259     | \$.247     |
| Oper. exps. per car mile..   | .142       | .147       | .150       | .149       |

## Balance Sheet.—Dated Sept. 30,

| ASSETS.                  | 1899.       | 1900.        | 1901.        | 1902.        |
|--------------------------|-------------|--------------|--------------|--------------|
| Roadbed.....             | \$4,432,260 | \$5,995,112  | \$9,546,902  |              |
| Elec. line construction. |             |              |              |              |
| Inst. during construc'   |             |              |              |              |
| Other construct'n exps.  | 1,446,087   | 1,889,246    | 3,244,419    | \$13,960,005 |
| Rolling stock.....       |             |              |              |              |
| Electric motor equip't.  |             |              |              |              |
| Other per. invest's....  |             |              | 3,209,458    | 3,516,013    |
| Other equipment.....     |             |              |              |              |
| Real estate.....         | 458,817     | 546,272      |              |              |
| Pwr. stations & equip.   | 984,072     | 1,188,300    |              |              |
| Cash.....                | 65,793      | 75,783       | 25,672       |              |
| Bills & accts. rec.....  | 177,962     | 372,218      | 121,744      | 423,149      |
| Materials & supplies.    | 145,574     | 223,937      | 255,538      |              |
| Unexp. ins. prem....     | 7,920       |              |              |              |
| Recon. & betterments     | 85,591      |              |              |              |
| Boston & Revere Elec.    |             |              |              |              |
| St. Ry. b'ds redem'd     | 8,500       | 11,000       |              |              |
| Prepaid accounts.....    | 25,923      | 90,402       |              |              |
| Bonds & notes in treas.  |             | 461,500      |              |              |
| Other assets.....        |             |              | 141,138      | 358,822      |
| Total.....               | \$7,838,499 | \$10,863,770 | \$16,773,870 | \$18,257,991 |

| LIABILITIES.                | 1899.       | 1900.        | 1901.        | 1902.        |
|-----------------------------|-------------|--------------|--------------|--------------|
| Capital stock.....          | \$1,266,000 | \$2,271,000  | \$6,143,000  | \$6,143,000  |
| Funded debt.....            | 6,009,000   | 5,774,000    | 8,035,000    | 8,027,000    |
| Coupon notes.....           |             | 1,262,500    | 417,500      | 417,500      |
| Vouchers payable.....       | 124,695     | 416,896      |              |              |
| Loans & notes payable..     | 35,000      | 750,000      | 1,152,150    | 2,502,150    |
| Wages payable.....          | 19,169      | 823          |              | 12,144       |
| Unpaid coupons.....         | 27,525      | 49,562       |              | 38,298       |
| Rentals.....                | 3,815       |              |              |              |
| Outstanding tickets.....    | 4,218       | 4,517        |              | 5,667        |
| Employees' deposits.....    | 5,410       | 8,095        |              | 16,164       |
| Accrued interest.....       | 82,228      | 86,355       | 119,382      | 122,875      |
| " taxes.....                | 68,930      | 44,182       |              | 76,646       |
| " rentals.....              | 90,263      | 8,569        |              | 22,117       |
| Accident fund.....          |             |              |              |              |
| Supply accounts.....        | 947         |              |              |              |
| Bills and accts. payable..  |             |              | 339,579      |              |
| Other liabilities.....      |             |              | 346,290      | 658,810      |
| Special funds.....          |             |              | 5,509        |              |
| Profit and loss (surplus).. | 101,299     | 187,271      | 215,456      | 215,621      |
| Total.....                  | \$7,838,499 | \$10,863,770 | \$16,773,870 | \$18,257,991 |

## CONTINGENT LIABILITIES.

|                                                                            | 1897. | 1898.     | 1900.     |
|----------------------------------------------------------------------------|-------|-----------|-----------|
| Commission on sale of L. & B. bonds, payable from future net earnings..... |       | \$112,100 | \$ 77,000 |
|                                                                            |       |           | \$ 20,000 |

## Plant and Equipment.

|                                                                                                                                                                                                                                                       | 1898.   | 1899.   | 1900.   | 1901.  | 1902.  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|---------|--------|--------|
| Miles of track oper. by elec..                                                                                                                                                                                                                        | 163.834 | 163.974 | 255.141 | 427.18 | 440.38 |
| Gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. tram, T and girder rail; 1040 motor cars and 122 trail cars, 40 work cars, 1,793 motors, 148 snow plows, 211 miscellaneous vehicles; 18,575 H. P. engines, 19,419 H. P. dynamos, Gen. Elec. dynamos and motors. |         |         |         |        |        |

**Officers.**—Pres. Patrick F. Sullivan, V. Pres. & Gen. Man. E. C. Foster, Sec. Chas. Williams, Treas. Joseph H. Goodspeed, Audr. D. Dana Bartlett, Elec. Engr. C. F. Bancroft, Supt. Div. 1, F. C. Wilkinson; Supt. Div. 2, Thos. Lees; Supt. Lowell Div., T. J. Sayers; Supt. Lawrence Div., David Bruce; Supt. Haverhill Div., H. W. McKay; Supt. Chelsea Div., John Nevins; Supt. Lynn Div., John Murphy; Supt. Salem Div., J. P. Perkins.

**Directors.**—John S. Bartlett, Chas. H. Newhall, Elwin C. Foster, Lynn; H. P. Moulton, Salem; John H. Cunningham, Chelsea, Mass.; Alex. B. Bruce, Lawrence, Mass.; J. H. Goodspeed, Boston, Mass.; P. F. Sullivan, Percy Parker, Lowell, Mass.

**General Office,** 14 Kilby Street, Boston, Mass.

**Date of information,** Apr., 1903.

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**Norfolk Suburban Street Railway Co.**—On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., which on Dec. 22, 1900, was itself consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony St. Ry. Co. The capital stock of this company is controlled by the Massachusetts Electric Companies, and its operation is included in report of the Old Colony St. Ry. Co.

**Capital Stock** authorized and issued, \$187,500; par value, \$100 per share.

**Funded Debt.**—See Old Colony St. Ry. Co., Brockton, Mass.

**Date of information,** Mar., 1903.

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**West Roxbury & Roslindale Street Railway Co.**—This company commenced operation on Sept. 17, 1896. On Nov. 24, 1899, the Norfolk Central, the Norfolk Suburban, and the Needham & Boston St. Ry. Co.'s were consolidated with this company, which, on Dec. 22, 1900, was itself consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony St. Ry. Co. The capital stock of all the companies is controlled by the Massachusetts Electric Companies, and the operating report is included in report of the Old Colony St. Ry. Co.

**Capital Stock**, authorized and issued, \$800,000; par value, \$100 per share.

**Funded Debt.**—See Old Colony St. Ry. Co., Brockton, Mass.

**Date of information,** Mar., 1903.

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**Blue Hill Street Railway Co.**—Chartered July 21, 1899. This road was placed in operation Nov. 3, 1899.

**Capital Stock**, authorized and issued, \$150,000; par value, \$100 per share.

**Operation.**—Year ending Sept. 30, 1902.

|                                  |          |
|----------------------------------|----------|
| Receipts from passengers.....    | \$24,526 |
| " " other sources.....           | 607      |
| " total.....                     | 25,133   |
| Operating expenses.....          | 25,262   |
| Net earnings from operation..... | *129     |
| Deductions from earnings.....    | 5,823    |
| Interest and Taxes.....          | 1,443    |
| Net income.....                  | *7,393   |
| Total Surplus.....               | *29,885  |
| * Deficit.                       |          |

## OPERATING EXPENSES.

| Year ending Sept 30, 1902.             |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 5,573  |
| Transportation.....                    | 14,096    |
| Maintenance of way and structures..... | 2,030     |
| " " equipment.....                     | 3,562     |
| Total.....                             | \$ 25,262 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1902.      |         |
|----------------------------------|---------|
| Passengers carried.....          | 493,333 |
| Car miles run.....               | 154,840 |
| Total receipts per car mile..... | \$.162  |
| Operating expenses " ".....      | .163    |

## Balance Sheet.—Dated Sept. 30, 1902.

| Assets.                      |            | Liabilities.              |           |
|------------------------------|------------|---------------------------|-----------|
| Cost of road.....            | \$ 106,335 | Capital stock.....        | \$150,000 |
| " equipment.....             | 50,490     | Loans and notes payable.  | 137,742   |
| Other permanent invests      | 90,470     | Accounts payable.....     | 2,292     |
| Cash and current assets.     | 9,256      | Int. and taxes accrued... | 2,711     |
| Other assets.....            | 6,309      |                           |           |
| Profit and loss (deficit)... | 29,885     |                           |           |
| Total.....                   | \$292,745  | Total.....                | \$292,745 |

Please note date of information at end of each report.

**Plant and Equipment.**—Miles of track (electric), 11.3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars, Gen. Elec. motors.

**Officers.**—Pres. Charles H. French, V. Pres. H. G. Bradlee, Sec. Henry R. Hayes, Treas. Henry B. Sawyer, Gen. Man. Stone & Webster, Supt. A. H. Walcott.

**Directors.**—Charles H. French, H. G. Bradlee, W. O. Chapman, E. J. B. Huntoon, C. A. Stone, Edwin S. Webster, Wm. E. C. Swan.

**General Office,** 93 Federal St., Boston, Mass.

Date of information, Dec., 1902.

b

**Lexington & Boston Street Railway Co.**—This road was placed in operation on Apr. 8, 1900, and operates in Waltham, Arlington, Lexington, Bedford, Billerica, Concord, Newton, Watertown and Woburn, and runs through cars to Sullivan Square, Charlestown, connecting with Boston Elevated, and leases the Concord & Boston St. Ry. The road is now controlled by the Boston Suburban Electric Companies.

**Capital Stock,** authorized and issued, \$525,000.

**Funded Debt.**—First mortgage 4½ p. c. gold bonds, authorized and issued, \$350,000; dated 1900, due 1920; denom. \$1,000.

| Operation.—                                   | Apr. 8 to<br>Sept. 30,<br>1900. | Year ending<br>Sept. 30,<br>1901. | Sept. 30,<br>1902. |
|-----------------------------------------------|---------------------------------|-----------------------------------|--------------------|
| Receipts from operation.....                  | \$59,740                        | \$119,535                         | \$145,093          |
| Operating expenses.....                       | 23,037                          | 82,732                            | 100,979            |
| Earnings from operation.....                  | 36,703                          | 36,803                            | 44,114             |
| Deductions from earnings.                     |                                 |                                   |                    |
| Interest on funded and<br>unfunded debts..... | 15,012                          | 18,969                            | 17,885             |
| Taxes.....                                    | 886                             | 4,461                             | 5,452              |
| Net income.....                               | 20,805                          | 13,372                            | 20,777             |
| Dividends.....                                | 2,500                           | 12,000                            | 15,063             |
| To surplus account.....                       | 18,305                          | 1,372                             | 5,714              |
| Total surplus account.....                    |                                 | 19,677                            | 28,891             |

#### OPERATING EXPENSES.

|                                        |            |
|----------------------------------------|------------|
| Year ending Sept. 30, 1902.            |            |
| General expenses.....                  | \$ 9,773   |
| Transportation.....                    | 60,051     |
| Maintenance of way and structures..... | 8,765      |
| " " equipment.....                     | 12,388     |
| Total.....                             | \$ 100,979 |

#### STATISTICS OF TRAFFIC.

|                                      |           |           |
|--------------------------------------|-----------|-----------|
| Year ending Sept. 30,                | 1901.     | 1902.     |
| Passengers carried.....              | 2,348,035 | 2,906,377 |
| Car miles run.....                   | 542,789   | 908,942   |
| Total receipts per car mile.....     | \$ .220   | \$ .160   |
| Operating expenses per car mile..... | .152      | .111      |

#### Balance Sheet.—Dated Sept. 30,

| ASSETS.                            | 1900.     | 1901.     | 1902.       |
|------------------------------------|-----------|-----------|-------------|
| Cost of road.....                  | \$407,373 | \$532,014 | \$ 616,530  |
| " equipment.....                   | 94,535    | 150,297   | 185,649     |
| Power stations, car barns and land | 151,333   | 195,639   | 240,581     |
| Cash and current assets.....       | 924       | 23,277    | 10,916      |
| Material and supplies.....         |           |           | 5,412       |
| Total.....                         | \$654,165 | \$901,227 | \$1,059,088 |
| LIABILITIES.                       |           |           |             |
| Capital stock.....                 | \$345,010 | \$425,000 | \$ 525,000  |
| Funded debt.....                   | 250,000   | 350,000   | 350,000     |
| Loans and notes payable.....       | 40,850    | 30,500    | 131,000     |
| Other liabilities.....             |           | 72,550    | 24,197      |
| Profit and loss (surplus).....     | 18,305    | 23,177    | 28,891      |
| Total.....                         | \$654,165 | \$901,227 | \$1,059,088 |

**Plant and Equipment.**—Miles of track (electric), 37; 9 in. girder and 60 lb. and 70 lb. T rail; 47 motor cars; 2-450 K. W. Gen. Elec. generators, 900 H. P. station plant, Thayer & Co. 1,000 H. P. boilers, Gen. Elec. motors, Wason cars, Bemis and Taylor trucks.

**Officers.**—Pres. A. D. Clafin, V. Pres. Sydney Harwood, Sec. Russell A. Sears, Treas. F. H. Lewis, Gen. Man. Horace B. Parker, Newtonville; Supt. Wm. H. Greene, Lexington.

**Directors.**—A. D. Clafin, W. F. Hammett, Sydney Harwood, Newton, Mass.; A. D. Viles, Frank W. Remick, Boston; Frederic H. Lewis, Swampscott, Mass.; J. L. Richards, Newtonville, Mass.

**General Office,** Newtonville, Mass.

**References.**—Description of road, Vol. XVI, June 2, '00, p. 415 (ill.), p. 519.

Date of information, Mar., 1903.

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**Lowell & Boston Street Railway Co.**—Chartered Jan. 27, 1901. Annual meeting in Nov. This road commenced operation July 14, 1901, and passes through Woburn, Burlington, Billerica, Chelmsford and Lowell.

**Capital Stock,** authorized and issued, \$90,000.

**Funded Debt.**—First mortgage 4½ p. c. bonds, authorized and issued, \$90,000; due Nov. 1, 1921, denom. \$1,000; int. payable June and Dec., at office of Federal Trust Co., Boston, Mass.

#### Operation.—Year ending Sept. 30, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$15,402 |
| Operating expenses.....      | 23,131   |
| Earnings from operation..... | 7,729    |
| Deductions from earnings.    |          |
| Interest on bonds.....       | 2,025    |
| " " floating debt.....       | 4,401    |
| Taxes.....                   | 1,031    |
| Net income.....              | *15,185  |
| Total surplus.....           | *14,685  |
| *Deficit                     |          |

#### OPERATING EXPENSES.

##### Year ending Sept 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 1,998  |
| Transportation.....                    | 18,756    |
| Maintenance of way and structures..... | 1,299     |
| " " equipment.....                     | 1,078     |
| Total.....                             | \$ 23,131 |

#### STATISTICS OF TRAFFIC.

##### Year ending Sept. 30, 1902.

|                                  |         |
|----------------------------------|---------|
| Passengers carried.....          | 272,776 |
| Car miles run.....               | 153,062 |
| Total receipts per car mile..... | \$ .101 |
| Operating expenses " ".....      | .151    |

#### Balance Sheet.—Dated Sept. 30,

| ASSETS.                        | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Cost of road.....              | \$164,929 | \$249,809 |
| " equipment.....               | 21,065    | 61,202    |
| Other permanent invests.....   | 28,654    | 34,857    |
| Cash.....                      | 10,132    | 22,760    |
| Material and supplies.....     | 11        | 199       |
| Profit and loss (deficit)..... |           | 14,685    |
| Total.....                     | \$224,791 | \$383,512 |
| LIABILITIES.                   |           |           |
| Capital stock.....             | \$ 90,000 | \$90,000  |
| Funded Debt.....               |           | 90,000    |
| Bills and accts. payable.....  | 133,417   | 203,512   |
| Other liabilities.....         | 874       |           |
| Profit and loss (surplus)..... | 500       |           |
| Total.....                     | \$224,791 | \$383,512 |

**Plant and Equipment.**—Miles of track (electric), 9.64; gauge, 4 ft. 8½ in.; 70 lb. T and 95 lb. girder rail; 14 motor cars, 2 snow plows; West. motors, St. Louis cars and trucks; rent power.

**Officers.**—Pres. T. I. Reed, Burlington, Mass.; V. Pres. Frank E. Cotton, Woburn, Mass.; Sec. Douglas A. Brooks, Boston, Mass.; Treas. Edw. A. Mead, Boston, Mass.; Supt. C. W. E. Harrison, Woburn, Mass.

**Directors.**—T. I. Reed, Frank E. Cotton, Edw. A. Mead, Frank A. Partridge, Richard Faulkner.

**General Office,** 43 Milk St., Boston, Mass.

Date of information, Mar., 1903.

z

**Concord & Boston Street Railway Co.**—This road is leased to the Lexington & Boston St. Ry. Co.

**Capital Stock,** \$50,000.

Date of information, Mar., 1902.

z

#### Bristol County Street Railway Co.

**Capital Stock,** authorized, \$200,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, and issued \$20,000; due Jan., 1, 1921.

#### Operation.—Year ending Sept. 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$49,548 |
| " other sources.....          | 3,566    |
| " total.....                  | 53,114   |
| Operating expenses.....       | 38,092   |
| Earnings from operation.....  | 15,022   |
| Deductions from earnings.     |          |
| Interest on bonds.....        | 10,000   |
| " " unfunded debt.....        | 2,811    |
| Taxes.....                    | 2,268    |
| Other deductions.....         | 213      |
| Net income.....               | *270     |
| Total surplus.....            | 1510     |
| *Deficit.                     |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept., 30, 1902.           |          |
| General expenses.....                  | \$ 5,218 |
| Transportation expenses.....           | 30,524   |
| Maintenance of way and structures..... | 951      |
| "    " equipment.....                  | 1,399    |
| Total.....                             | \$38,092 |

## STATISTICS OF TRAFFIC.

|                                  |         |
|----------------------------------|---------|
| Year ending Sept. 30, 1902.      |         |
| Passengers carried.....          | 990,959 |
| Car miles run.....               | 387,425 |
| Total receipts per car mile..... | \$ .137 |
| Operating expenses.....          | .098    |

## Balance Sheet.—Dated Sept. 30, 1902.

| Assets.                      | 1901.     | 1902.     |
|------------------------------|-----------|-----------|
| Cost of road.....            | \$268,970 | \$311,977 |
| Cost of equipment.....       | 74,976    | 80,637    |
| Land and buildings.....      | 82,427    | 86,284    |
| Cash and current assets..... | 14,695    | 54,655    |
| Other assets.....            | 6,711     | 5,581     |
| Total.....                   | \$447,779 | \$539,135 |

## LIABILITIES.

|                                |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$200,000 | \$200,000 |
| Funded debt.....               | 120,000   | 200,000   |
| Current liabilities.....       | 122,100   | 137,000   |
| Accrued liabilities.....       |           | 625       |
| Profit and loss (surplus)..... | 5,679     | 1,510     |
| Total.....                     | \$447,779 | \$539,135 |

**Plant and Equipment.**—Miles of track (electric), 16.6; gauge, 4 ft. 8½ in.; 14 motor cars, 2 snow plows, 1 work car.

**Officers.**—Pres. Isaac Patch, Sec. & Gen. Man. Douglas A. Brooks, Treas. Charles S. Cummings, Supt. Horace W. Pedrick.

**Directors.**—Isaac Patch, Wm. H. Green, Chas. S. Cummings 2d, Douglas A. Brooks, Edward A. Mead, Geo. H. Swazey, Chas. B. Waterman.

**General Office,** 43 Milk St., Boston, Mass.

**Power Station,** Attleboro, Mass.

**Date of information,** Mar., 1903.

## BROCKTON.

Population in 1880, 13,608, in 1890, 27,294, in 1900, 40,063.

**Old Colony Street Railway Co.**—This company was formerly known as the Brockton Street Ry. Co., which was chartered Dec. 28, 1880; municipal franchises granted Dec. 16, 1880. Annual meeting fourth Tuesday in Oct. Since 1894 the following companies have been consolidated into this company, all of the companies being now controlled by the Massachusetts Electric Companies. In 1894, Brockton & Holbrook Street Ry. Co., East End Street Ry. Co., Whitman Street Ry. Co.; in May, 1895, Brockton & Stoughton Street Ry. Co.; Feb., 1900, Brockton & East Bridgewater Street Ry. Co., Brockton, Bridgewater & Taunton Street Ry. Co., Taunton & Brockton Street Ry. Co., Boston, Milton & Brockton Street Ry. Co.; in July, 1900, Quincy & Boston Street Ry. Co., New Bedford, Middleboro & Brockton Street Ry. Co., in Nov., 1900, the South Shore & Boston Street Ry. Co., and in Dec., 1900, the West Roxbury & Roslindale Street Ry. Co., and in Jan., 1901, Globe Street Ry. Co., each with its constituent companies. This company leases the Newport & Fall River St. Ry. Co., with which the Newport Illuminating Co. has been consolidated.

**Capital Stock,** authorized, \$6,729,700, issued, \$5,777,700; par value, \$100 per share.

**Funded Debt.**—Total authorized and issued, Feb., 1902, \$4,669,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, \$750,000, issued, \$667,000, in escrow (see Note), \$83,000; dated Oct. 1, 1894, due 1924; denom. \$1,000; int. payable Apr. and Oct., at office of State St. Safe Deposit & Trust Co., of Boston, trustee of mortgage.

**Note.**—\$83,000 of the first mortgage bonds are held in escrow to retire the company's own and guaranteed debenture bonds as follows: \$9,000, 4½ p. c., due 1905; \$25,000, 4½ p. c., due 1906; \$33,000, 4½ p. c., due 1910; \$16,000, 5 p. c., due 1912.

## ADDITIONAL LIENS.

Braintree St. Ry. Co.'s first mortgage 6 p. c. bonds, \$35,000; due 1914.

Taunton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, \$100,000; due 1917.

Brockton, Bridgewater & Taunton Street Ry. Co.'s first mortgage 5 p. c. bonds, \$200,000; coupon, but may be registered; dated Aug. 1, 1897, due 1917; denom. \$1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., Boston, trustee of mortgage.

Brockton & East Bridgewater Street Ry. Co.'s first mortgage 5 p. c. bonds, \$30,000; dated Feb. 1, 1898, due 1918; int. payable Feb.

and Aug. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Boston, Milton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, \$100,000; due 1919.

New Bedford, Middleboro & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, \$325,000; due 1920.

Globe Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$750,000; due Apr. 1, 1912; Massachusetts Trust Co., trustee of mortgage.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, \$550,000; due July 1, 1912; New York Security & Trust Co., trustee.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, \$125,000; due Mar. 1, 1910; New York Security & Trust Co., trustee.

Dighton, Somerset & Swansea Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$125,000; due 1915.

Taunton Street Ry. Co.'s first mortgage 5 p. c. bonds, \$350,000; dated Jan., 1894, due 1914; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Taunton Street Ry. Co.'s Debenture 5 p. c. bonds, \$200,000; dated Mar. 1894, due 1914; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Providence & Taunton Street Ry. Co.'s 5 p. c. bonds, issued, \$150,000; due Sept. 1, 1918.

West Roxbury & Roslindale Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; coupon, but may be registered; dated Sept. 1, 1896, due 1916; denom. \$500; int. payable at office of International Trust Co., of Boston, trustee of mortgage. These bonds may be redeemed at 103 after Sept. 1, 1901.

Norfolk Suburban Street Ry. Co.'s first mortgage 5 p. c. bonds, \$67,000; due July 1, 1914.

Norfolk Central Street Ry. Co.'s first mortgage 5 p. c. bonds, \$60,000; due July 1, 1918.

South Shore & Boston Railway Co.'s first consolidated mortgage 5 p. c. gold bonds, \$335,000; due Aug. 1, 1919.

Braintree & Weymouth Railway Co.'s first mortgage 5 p. c. bonds, \$80,000; due Mar. 1, 1917.

Bridgewater, Whitman & Rockland Railway Co.'s first mortgage 5 p. c. gold bonds, \$85,000; due Nov. 1, 1917.

Rockland & Abington Railway Co.'s first mortgage 6 p. c. bonds, \$100,000; due May 1, 1915.

\* These bonds were previously guaranteed by the Quincy & Boston Street Ry. Co.

**Operation.**—The following is a report of all the companies of this system which were consolidated before Sept. 30, in each year to 1900, and of the consolidated properties thereafter.

| Year ending Sept. 30,                                                        | 1898.     | 1899.     | 1900.     | 1901.       | 1902.       |
|------------------------------------------------------------------------------|-----------|-----------|-----------|-------------|-------------|
| Receipts from pass.                                                          | \$330,560 | \$362,942 | \$602,361 | \$1,853,027 | \$2,238,593 |
| " other sources.                                                             | 7,044     | 4,346     | 16,344    | 79,070      | 147,322     |
| " total.....                                                                 | 337,604   | 367,288   | 618,705   | 1,932,097   | 2,385,915   |
| Operating expenses.                                                          | 212,436   | 200,890   | 343,371   | 1,162,093   | 1,454,215   |
| Earn's. from op'r't'n.                                                       | 125,168   | 166,398   | 275,334   | 770,004     | 931,700     |
| Deduc's from earn'gs.                                                        |           |           |           |             |             |
| Interest on bonds..                                                          | 37,097    | 37,133    | 55,302    | 192,790     | 234,490     |
| Int. on float'g d'bt.                                                        | 7,482     | 2,568     | 17,279    | 28,591      | 55,480      |
| Taxes.....                                                                   | 10,000    | 18,238    | 29,088    | 132,291     | 151,769     |
| Rentals.....                                                                 |           |           |           | 11,980      | 73,065      |
| Other deductions..                                                           | 17,221    | 42,591    | 24,537    | 43,421      | 67,931      |
| Net income.....                                                              | 53,369    | 65,868    | 149,128   | 360,932     | 348,965     |
| Dividends paid.....                                                          | 35,760    | *54,440   | 142,125   | 439,158     | 288,885     |
| To surplus account..                                                         | 17,609    | 11,428    | 107,003   | 178,226     | 60,080      |
| Total credit of profit and loss accounts of consolidat'd companies, etc..... |           |           | 92,116    |             |             |
| Total surplus account                                                        | 50,425    | 52,253    | 251,372   | 231,133     | 232,970     |
| P.c.op.ex.to total rcts.                                                     | 62.9      | 54.7      | 55.5      | 60.1        | 61.8        |

\* 1½ p. c. on \$596,000 1st quarter, 6½ p. c. on \$700,000 balance of year. † 1½ p. c. on \$700,000 and 2½ p. c. on \$1,195,000. ‡ Deficit.

## OPERATING EXPENSES.

Year ending Sept., 30, 1902.

|                                        |             |
|----------------------------------------|-------------|
| General expenses.....                  | \$ 217,286  |
| Transportation expenses.....           | 971,903     |
| Maintenance of way and structures..... | 101,703     |
| "    " equipment.....                  | 163,322     |
| Total.....                             | \$1,454,215 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                                                                                                                                        | 1899.     | 1900.      | 1901.      | 1902.      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|------------|------------|
| Rev. pass. carried.....                                                                                                                                      | 7,273,966 | 11,985,866 | 38,883,546 | 46,321,681 |
| Car miles run.....                                                                                                                                           | 1,491,171 | 2,565,023  | 7,778,747  | 9,296,467  |
| Total receipts per car mile.....                                                                                                                             | \$ .246   | \$ .241    | \$ .248    | \$ .257    |
| Op. ex. per car m.....                                                                                                                                       | .134      | .134       | .149       | .156       |
| Dividends paid in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892-3-4-5-6-7-8, 6 p. c.; in 1899, *8 p. c.; in 1900, †4¼ p. c.; in 1901, 6 p. c.; in 1902, 5 p. c. |           |            |            |            |

Please note date of information at end of each report.



**Balance Sheet.—Dated Sept. 30,**

| ASSETS.                   | 1899.      | 1900.        | 1901.        | 1902.        |
|---------------------------|------------|--------------|--------------|--------------|
| Cost of road.....         | \$ 856,084 | \$ 2,784,575 | \$ 7,648,013 | \$ 7,874,175 |
| Cost of equip.....        | 366,682    | 813,104      | 1,879,910    | 2,164,259    |
| Other perman't invest.    | 368,936    | 886,444      | 1,926,809    | 2,122,520    |
| Cash and curr't assets.   | 19,436     | 232,670      | 225,353      | 508,657      |
| Bills and acts receiv.... |            |              | 46,103       |              |
| Special fund.....         |            |              | 16,322       |              |
| Mat. and supplies.....    | 55,381     | 88,712       | 198,593      | 219,170      |
| Other assets.....         |            | 3,211        | 156,362      |              |

Total.....\$1,666,519 \$ 4,808,716 \$12,097,464 \$12,888,781

**LIABILITIES.**

|                            |           |             |              |              |
|----------------------------|-----------|-------------|--------------|--------------|
| Capital stock.....         | \$700,000 | \$2,312,400 | \$ 5,777,700 | \$ 5,777,700 |
| Funded debt.....           | 750,000   | 1,540,000   | 4,671,000    | 4,669,000    |
| Accrued int.....           |           |             | 33,792       | 36,783       |
| Loans & notes payable..    |           | 540,000     | 636,000      | 1,513,500    |
| Accrued liabilities.....   | 46,340    | 23,780      | 57,662       | 62,066       |
| Bills and acts payable...  | 79,683    | 106,450     | 260,023      | 593,043      |
| Other liabilities.....     | 38,243    | 34,714      | 414,268      |              |
| Special fund.....          |           |             | 15,887       | 2,810        |
| Profit and loss (surplus). | 52,253    | 251,372     | 231,133      | 232,978      |

Total.....\$1,666,519 \$4,808,716 \$12,097,464 \$12,888,781

**Plant and Equipment.**—Miles of track (electric), 379.26; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 48 lb. T and 70 lb. 80 lb. and 95 lb. girder rail; 20 horses, 724 motor cars, 22 trail cars, 83 snow plows, and 49 miscellaneous cars; Allis and Ball engines, Gen. Elec. dynamos and motors, Briggs, Brill, Jones, Newburyport, Laconia and Stephenson cars, Bemis trucks.

**Officers.**—Pres. P. F. Sullivan, Boston; V. Pres. J. P. Morse, Brockton; Sec. Charles Williams, Brockton; Treas. J. H. Goodspeed, Boston; Audr. D. Dana Bartlett, Boston; Gen. Man. E. C. Foster, Boston; Gen. Supt. Robt. S. Goff, Taunton; Pur. Agt. Fred'k Taylor Boston; Elec. Engr. C. F. Bancroft, Boston.

**Directors.**—P. F. Sullivan, J. H. Goodspeed, John P. Morse, Jno. R. Graham, Edward P. Nevins, Bradford D. Davol, Fred S. Hall.

**General Offices,** 14 Kilby St., Boston, Mass.

**References.**—Description, Vol. XVI, Nov., 17, '00, p. 1,128 (map); description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Mar., 1903. z

**Brockton, Bridgewater & Taunton Street Railway Co.**

This road commenced operation June 14, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies. The operating report of this company is included in that of the Old Colony St. Ry. Co.

**Capital Stock,** before consolidation, \$225,000.

**Funded Debt.**—See Old Colony St. Ry. Co., Brockton, Mass.

Date of information, Mar., 1903. z

**Brockton & East Bridgewater Street Railway Co.**

Chartered 1894. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Old Colony St. Ry. Co.

**Capital Stock,** before consolidation, \$50,000.

**Funded Debt.**—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903. z

**Brockton & Plymouth Street Railway Co.**

This company was chartered in Nov., 1899, to construct an electric railway as an extension of the Plymouth & Kingston St. Ry. from its terminus at Kingston through Whitman to Brockton. The road was placed in operation July 17, 1900. On Nov. 12, 1900, the Pembroke St. Ry. Co. and the Plymouth & Kingston St. Ry. Co. were consolidated with this company.

**Capital Stock,** authorized and issued, \$295,000; par value, \$100 per share.

**Funded Debt.**—Plymouth & Kingston St. Ry. Co.'s first mortgage 5 p. c. bonds, \$35,000; dated Jan., 1, 1890 due 1910. Brockton & Plymouth St. Ry. Co.'s first mortgage 4½ p. c. bonds \$235,000; dated Dec. 1, 1900, due 1920.

**Operation.**—Year ending Sept. 30,

|                              | 1901.    | 1902.    |
|------------------------------|----------|----------|
| Receipts from operation..... | \$85,128 | \$90,333 |
| Operating expenses.....      | 64,202   | 58,939   |
| Earnings from operation..... | 20,926   | 31,394   |
| Deductions from earnings.    |          |          |
| Interest on bonds.....       | 9,091    | 12,325   |
| " " unfunded debt.....       | 4,582    | 7,553    |
| Taxes.....                   | 5,262    | 5,118    |
| Net income.....              | 1,990    | 6,398    |

**OPERATING EXPENSES.**

Year ending Sept. 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$12,609 |
| Transportation expenses.....           | 35,486   |
| Maintenance of way and structures..... | 4,743    |
| " " equipment.....                     | 6,101    |

Total.....\$58,939

**STATISTICS OF TRAFFIC.**

Year ending Sept., 30, 1902.

|                                      |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 1,799,709 |
| Car miles run.....                   | 441,606   |
| Total receipts per car mile.....     | \$ .205   |
| Operating expenses per car mile..... | .134      |

**Balance Sheet.—Dated Sept. 30,**

| ASSETS.                          | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|
| Cost of road.....                | \$110,564 | \$367,655 | \$372,489 |
| Cost of equipment.....           | 24,997    | 94,006    | 95,159    |
| Land and buildings.....          |           | 192,756   | 221,597   |
| Other permanent investments..... | 130,093   | 31,203    | 31,322    |
| Cash and current assets.....     | 3,922     | 61,452    | 23,035    |
| Other assets.....                | 1,458     | 5,053     | 3,999     |

Total.....\$271,034 \$752,125 \$747,602

**LIABILITIES.**

|                              |           |           |           |
|------------------------------|-----------|-----------|-----------|
| Capital stock.....           | \$150,000 | \$295,000 | \$295,000 |
| Funded debt.....             |           | 270,000   | 270,000   |
| Real estate mortgage.....    |           | 10,000    | 10,000    |
| Loans and notes payable..... | 85,000    |           | 153,880   |
| Current liabilities.....     | 35,402    | 168,926   | 3,979     |
| Accrued ".....               | 67        | 5,038     | 8,768     |
| Profit and loss.....         | 565       | 3,161     | 5,975     |

Total.....\$271,034 \$752,125 \$747,602

**Plant and Equipment.**—Miles of track (electric), 23.8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 25 motor cars, Gen. Elec. motors.

**Officers.**—Pres. J. D. Thurber, V. Pres. C. I. Litchfield, Sec. Benj. H. Dibblec, Boston; Treas. Henry B. Sawyer, Gen. Man. Stone & Webster, Res. Man. G. F. Wells, Supt. Dennis G. Trayers, Plymouth.

**Directors.**—Russell Robb, C. H. French, E. S. Webster, C. A. Stone, W. E. Damon, E. J. B. Huntoon, J. D. Thurber, C. I. Litchfield, H. G. Bradlee.

**Reference.**—Description of road, Vol. XIX, Apr. 5, '02, p. 391 (ill.).

**General Office,** 93 Federal St., Boston, Mass.

Date of information, Dec., 1902. b

**Boston, Milton & Brockton Street Railway Co.**—This road commenced operation July 11, 1899, running between and in Milton, Quincy and Randolph. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies. The operating report of this Company is included in the report of the Old Colony St. Ry. Co.

**Capital Stock,** authorized and issued, \$120,000.

**Funded Debt.**—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903. z

**New Bedford, Middleboro & Brockton Street Railway Co.**—Chartered in Mar., 1899. This company commenced operation June 16th, 1899 and operates from New Bedford to Bridgewater Center and Taunton, where it connects with the Brockton, Bridgewater & Taunton Ry. On July, 18, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies. The operating report of this Company is included in the report of the Old Colony St. Ry. Co.

**Capital Stock,** authorized and issued, \$350,000.

**Funded Debt.**—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903. z

**BROOKFIELD.**

Population in 1880, 2,820, in 1890, 3,352, in 1900, 3,062.

**Warren, Brookfield & Spencer Street Railway Co.**—Chartered Mar., 1896. This company commenced operation on June 29, 1896.

**CAPITAL STOCK,** authorized, \$220,000, issued, \$150,000, par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$125,000; dated Nov. 1, 1896, due 1916; int. payable May and Nov., at office of the International Trust Co., of Boston, trustee of mortgage.

**NOTE.**—First mortgage provides that on and after Nov. 1, 1899, \$2,000 per annum shall be passed to sinking fund.

Please note date of information at end of each report.

| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....              | \$48,241 | \$58,142 | \$61,568 | \$61,264 | \$61,595 |
| Operating expenses.....          | 29,535   | 37,286   | 36,627   | 39,294   | 40,139   |
| Earnings from op.....            | 18,706   | 20,856   | 24,941   | 21,970   | 21,456   |
| Deduc. from earnings..           |          |          |          |          |          |
| Int. on funded debt.             | 6,250    | 6,250    | 6,250    | 6,250    | 6,250    |
| " floating debt                  | 1,476    | 3,907    | 4,313    | 4,249    | 3,534    |
| Taxes.....                       | 2,184    | 2,199    | 2,957    | 2,371    | 2,586    |
| Other deductions....             | 1,709    | 3,250    | 2,248    | 4,401    | 1,711    |
| Net income.....                  | 7,088    | 5,250    | 9,173    | 4,698    | 7,376    |
| Dividends paid.....              |          | 3,750    | 3,750    | 3,000    |          |
| To surplus account.....          | 7,088    | 1,500    | 5,423    | 1,698    |          |
| Total surp. account.....         | 9,405    | 10,905   | 11,056   | 12,753   | 17,829   |

## OPERATING EXPENSES.

| Year ending Sept. 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |          |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$ 4,620 | \$ 4,876 | \$ 3,673 | \$ 3,717 | \$ 3,771 |
| Maint. of way and bldgs.    | 3,038    | 5,188    | 3,073    | 3,812    | 4,512    |
| " equipment....             | 2,394    | 2,178    | 2,814    | 3,186    | 3,795    |
| Transportation exp....      | 19,483   | 25,044   | 27,067   | 28,578   | 28,060   |
| Total.....                  | \$29,535 | \$37,286 | \$36,627 | \$39,294 | \$40,139 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,  | 1898.   | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|---------|-----------|-----------|-----------|-----------|
| Rev. pass. carried.... | 966,236 | 1,170,573 | 1,243,575 | 1,236,235 | 1,257,837 |
| Car miles run.....     | 288,827 | 384,166   | 380,291   | 364,244   | 363,328   |
| Gross recs. per c. m.  | \$ .167 | \$ .151   | \$ .159   | \$ .168   | \$ .170   |
| Op. ex. per car m..... | .102    | .097      | .096      | .108      | .110      |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....        | \$238,562 | \$243,662 | \$247,857 | \$250,008 | \$252,059 |
| " equipment.....         | 37,240    | 37,762    | 39,264    | 39,457    | 39,609    |
| Land and buildings....   | 63,662    | 65,669    | 65,669    | 66,062    | 66,089    |
| Cash and current assets  | 7,576     | 10,595    | 12,007    | 7,157     | 14,294    |
| Material and supplies... | 602       | 1,102     | 2,500     |           | 1,552     |
| Other assets.....        |           |           |           | 1,608     |           |
| Total.....               | \$347,653 | \$358,190 | \$367,297 | \$364,292 | \$373,603 |

## LIABILITIES.

|                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....      | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 |
| Funded debt.....        | 125,000   | 125,000   | 125,000   | 125,000   | 125,000   |
| Current liabilities.... | 63,238    | 69,680    | 75,950    | 69,188    | 71,459    |
| Accrued ".....          |           | 2,605     | 3,291     | 3,350     | 3,315     |
| Sinking fund.....       |           |           | 2,500     | 4,000     | 6,000     |
| Profit & loss (surp.).  | 9,405     | 10,905    | 11,056    | 12,753    | 17,829    |
| Total.....              | \$347,643 | \$358,190 | \$367,297 | \$364,292 | \$373,603 |

PLANT AND EQUIPMENT.—Miles of track (electric), 20.1; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T and girder rail; 6 closed and 10 open motor cars, 2 snow plows; Slater engines, Gen. Elec. dynamos and motors, Massachusetts cars.

OFFICERS.—Pres. Alexander B. Bruce, Lawrence, Mass.; V. Pres. E. R. McPherson, Sec. & Treas. G. A. Butman, 8 Congress St. Boston, Supt. Henry Clark, Brookfield.

DIRECTORS.—N. Sumner Myrick, E. R. McPherson, C. A. Richardson, A. G. Van Nostrand, C. E. Barnes, Robert Redford, A. B. Bruce.

GENERAL OFFICE, Brookfield, Mass.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Dec., 1902.

b

## CLINTON.

Population in 1880, 8,029, in 1890, 10,424, in 1900, 13,667.

Concord & Clinton Street Railway Co. This company was consolidated with the Concord, Maynard & Hudson St. Ry. Co. Feb. 1, 1902.

CAPITAL STOCK, \$60,000.

BALANCE SHEET.—Dated Sept. 30, 1902.

| Assets.                  | Liabilities.               |
|--------------------------|----------------------------|
| Cost of road.....        | Capital stock.....         |
| Land and buildings.....  | Current liabilities.....   |
| Cash and current assets. | Profit and loss (surplus). |
| Total.....               | Total.....                 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.38.

OFFICERS.—Pres. Charles W. Shippee, V. Pres. Chas. H. Persons, Sec. M. J. Buckley, Treas. Wm. S. Reed, Gen. Man. & Supt. John W. Ogden.

DIRECTORS.—W. R. Dame, Wm. S. Reed, Chas. W. Shippee, Chas. H. Persons, Julius Locure, Alonzo Tower, Frank P. Bond.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Dec., 1902.

b

## CONWAY.

Population in 1880, 1,760, in 1890, 1,451, in 1900, 1,556.

Conway Electric Street Railway Co.—This company commenced operation Apr. 2, 1895.

CAPITAL STOCK, authorized, \$100,000, issued, \$35,950; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, and issued, \$35,000; dated Jan. 1, 1895, due 1915, but subject to call at par on Jan. 1, 1905 and thereafter; int. payable Jan. and July; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

Second mortgage 6 p. c. gold bonds, authorized and issued, \$10,000; dated Aug. 1, 1898, due July 1, 1918, denom. \$500; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

5 p. c. real estate mortgage, \$900; due on demand.

NOTE.—The above described bonds are held by the directors of the company as security for their endorsement of bills payable.

OPERATION.—Year ending Sept. 30,

|                            | 1898.   | 1899.   | 1900.   | 1901.    | 1902.   |
|----------------------------|---------|---------|---------|----------|---------|
| Receipts from pass. ....   | \$2,398 | \$2,744 | \$3,057 | \$ 3,389 | \$2,925 |
| " other sources ..         | 4,190   | 4,492   | 6,626   | 6,990    | 5,547   |
| " total. ....              | 6,588   | 7,236   | 9,683   | 10,379   | 8,471   |
| Operating expenses.....    | 5,096   | 4,642   | 7,068   | 6,288    | 5,744   |
| Deficit from operation ... | 1,492   | 2,594   | *2,615  | 4,091    | *2,727  |
| Other deductions.          |         |         |         |          |         |
| Interest .....             | 2,957   | 2,900   | 2,384   | 3,213    | 3,068   |
| Taxes.....                 | 208     | 506     | 395     | 490      | 95      |
| Net deficit.....           | 1,673   | 812     | 164     | 388      | 437     |
| Total deficit.....         | 8,697   | 9,509   | 9,673   | 9,285    | 9,294   |
| *Surplus.                  |         |         |         |          |         |

## OPERATING EXPENSES.

| Year ending Sept. 30, 1898. | 1899.   | 1900.   | 1901.   | 1902.   |         |
|-----------------------------|---------|---------|---------|---------|---------|
| General expenses.....       | \$1,037 | \$ 487  | \$ 790  | \$ 649  | \$ 844  |
| Maint. of way and bldgs.    | 789     | 555     | 834     | 409     | 185     |
| " equipment....             | 571     | 387     | 654     | 919     | 306     |
| Transportation expenses     | 2,699   | 3,213   | 4,790   | 4,311   | 4,409   |
| Total.....                  | \$5,096 | \$4,642 | \$7,068 | \$6,288 | \$5,744 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,             | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------|---------|---------|---------|---------|
| Revenue passengers carried.....   | 55,098  | 61,743  | 63,188  | 58,702  |
| Car miles run.....                | 25,844  | 33,616  | 30,558  | 29,504  |
| Total receipts per car mile.....  | \$ .280 | \$ .288 | \$ .340 | \$ .287 |
| Operating expenses per car mile.. | .175    | .210    | .206    | .195    |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------|----------|----------|----------|
| Cost of road.....              | \$63,683 | \$65,683 | \$65,683 | \$65,656 | \$66,174 |
| " equipment.....               | 5,889    | 5,889    | 10,190   | 10,191   | 10,722   |
| Land buildings and other       |          |          |          |          |          |
| permanent property....         | 10,680   | 19,680   | 10,899   | 9,599    | 9,599    |
| Cash and current assets....    | 304      | 2,399    | 3,090    | 2,255    | 1,477    |
| Bills and accts. receivable... | 1,046    |          |          |          |          |
| Profit and loss (deficit)..... | 8,697    | 9,509    | 9,673    | 9,285    | 9,294    |
| Total.....                     | \$90,299 | \$94,160 | \$99,535 | \$96,985 | \$97,266 |

## LIABILITIES.

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....           | \$35,800 | \$35,900 | \$35,900 | \$35,950 | \$35,950 |
| Unfunded debt.....           | 52,400   | 56,289   | 58,610   | 60,016   | 60,903   |
| Real estate mortgages.....   |          | 900      | 900      |          |          |
| Loans and bills payable..... | 390      |          | 2,070    |          |          |
| Other liabilities.....       | 1,258    | 1,070    | 2,055    | 1,020    | 414      |
| Accrued interest.....        | 451      |          |          |          |          |

Total..... \$90,299 \$94,160 \$99,535 \$96,985 \$97,266

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 10 freight cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Wason cars.

OFFICERS.—Pres. John B. Packard, Sec. & Gen. Man. John B. Laidley, Treas. A. C. Guilford, Audr. F. A. Delabarre, Supt. Eli S. Briggs.

DIRECTORS.—J. B. Packard, E. Brown, Chas. Parsons, A. P. Delabarre, F. Pease, F. A. Delabarre.

GENERAL OFFICE, Conway, Mass.

Date of information, Dec., 1902.

b

## COTTAGE CITY.

Cottage City & Edgartown Traction Co.—This company is the successor to the Cottage City Street Ry. Co.

CAPITAL STOCK, \$60,000.

Please note date of information at end of each report.

| OPERATION.—Year ending Sept. 30,               |         |         |         |         |         |
|------------------------------------------------|---------|---------|---------|---------|---------|
|                                                | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
| Gross receipts.....                            | \$3,537 | \$4,095 | \$4,635 | \$3,931 | \$4,183 |
| Operating expenses.....                        | 3,551   | 3,527   | 3,933   | 3,667   | 4,473   |
| Earnings from operation.....                   | *14     | 568     | 702     | 264     | *290    |
| Deductions from earnings.                      |         |         |         |         |         |
| Interest on funded debt..                      | 1,500   | 1,500   | 1,500   | 1,500   |         |
| Int. and discount on unfunded debts and loans. | 307     | 113     | 146     |         | 147     |
| Taxes.....                                     | 188     | 22      | 20      | 457     |         |
| Net income.....                                | *2,009  | *1,066  | *964    | *193    | *437    |
| To surplus account.....                        | *2,009  |         |         |         |         |
| Total surplus account.....                     | 2,548   | 1,482   | 444     |         | *630    |
| * Deficit.                                     |         |         |         |         |         |

## OPERATING EXPENSES.

| Year ending Sept. 30,       | 1897.   | 1898.   | 1899.   | 1900.   | 1902.   |
|-----------------------------|---------|---------|---------|---------|---------|
| General expenses.....       | \$1,466 | \$1,066 | \$663   | \$1,284 | \$658   |
| Main. of way and bldgs..... | 224     | 58      | 130     |         | 380     |
| Maintenance of equipment..  | 114     | 67      | 148     |         | 383     |
| Transportation expenses.... | 2,769   | 2,359   | 2,586   | 2,649   | 3,052   |
| Total.....                  | \$4,573 | \$3,551 | \$3,527 | \$3,933 | \$4,473 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,            | 1898.  | 1899.  | 1900.  | 1901.  | 1902.  |
|----------------------------------|--------|--------|--------|--------|--------|
| Passengers carried.....          | 70,738 | 81,831 | 92,715 | 78,378 | 82,919 |
| Car miles run.....               | 35,327 | 30,459 | 30,459 | 18,318 | 14,862 |
| Gross receipts per car mile....  | \$1.00 | \$1.34 | \$1.52 | \$2.15 | \$2.80 |
| Operating exps. per car mile.... | .101   | .115   | .125   | .200   | .301   |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Cost of road.....            | \$54,697 | \$54,697 | \$55,553 | \$46,424 | \$46,424 |
| " equipment.....             | 10,974   | 10,974   | 10,974   | 10,306   | 10,751   |
| Other perm't invest's....    | 4,700    | 4,700    | 4,700    | 5,260    | 5,422    |
| Cash and current assets..    | 167      | 250      | 497      | 579      | 1,962    |
| Other assets.....            | 113      | 207      |          | 342      | 342      |
| Profit and loss (deficit)... |          |          |          | 193      | 630      |

Total.....\$70,650 \$70,828 \$70,724 \$63,104 \$65,531

## LIABILITIES.

|                              |          |          |          |          |          |
|------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....           | \$34,900 | \$34,900 | \$34,900 | \$60,000 | \$60,000 |
| Funded debt.....             | 25,000   | 25,000   | 25,000   |          |          |
| Current liabilities.....     | 8,202    | 9,446    | 10,380   | 3,104    | 5,531    |
| Profit and loss (surplus)... | 2,548    | 1,482    | 444      |          |          |

Total.....\$70,650 \$70,828 \$70,724 \$63,104 \$65,531

PLANT AND EQUIPMENT.—Miles of track (electric), 5.47; gauge, 4 ft. 8½ in.; 40 lb. T rail; 9 cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Briggs, Jones and Ellis cars.

OFFICERS.—Pres. Arthur Burnham, Sec. & Treas. Wm. C. Loring, Supt. E. R. Frasier.

DIRECTORS.—Arthur Burnham, Wm. C. Loring, Allen A. Brown, R. N. Burnham, R. D. Burnham.

GENERAL OFFICE, Cottage City, Mass. Office of Sec. & Treas., 89 State St., Boston.

Date of information, Dec., 1902.

b

## DANVERS.

Population in 1900, 8,542.

Middletown & Danvers Street Railway Co.—This company is controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized \$670,000, issued, \$32,000; par value, \$100 per share.

OPERATION.—Year ending Sept. 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$15,343 |
| " " other sources.....        | 373      |
| " total.....                  | 15,716   |
| Operating expenses.....       | 13,923   |
| Earnings from operation.....  | 1,793    |
| Deductions from earnings.     |          |
| Taxes.....                    | 250      |
| Net income.....               | 1,543    |
| Total surplus.....            | 1,412    |

## OPERATING EXPENSES.

| Year ending Sept. 30, 1902.            |          |
|----------------------------------------|----------|
| General expenses.....                  | \$1,610  |
| Transportation expenses.....           | 11,198   |
| Maintenance of way and structures..... | 499      |
| " of equipment.....                    | 616      |
| Total.....                             | \$13,923 |

## STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1902.

|                                   |         |
|-----------------------------------|---------|
| Passengers carried.....           | 327,699 |
| Car miles run.....                | 74,118  |
| Total receipts per car mile.....  | \$2.12  |
| Operating exps. per car mile..... | .188    |

## BALANCE SHEET.—Dated Sept. 30,

1901. 1902.

| ASSETS.                          | 1901.    | 1902.     |
|----------------------------------|----------|-----------|
| Cost of road.....                | \$42,067 | \$494,221 |
| Cost of equipment.....           | 1,475    | 3,000     |
| Other permanent invest.....      | 4,589    | 4,589     |
| Cash and current assets.....     | 240      | 20,911    |
| Bills and accts. receivable..... | 113      |           |
| Other assets.....                | 26       | 28,034    |
| Profit and loss (deficit).....   | 132      |           |

Total.....\$48,642 \$550,755

## LIABILITIES.

|                                |          |          |
|--------------------------------|----------|----------|
| Capital stock.....             | \$32,000 | \$32,000 |
| Loans and notes payable.....   | 6,532    |          |
| Bills and accts. payable.....  | 10,095   | 517,190  |
| Other liabilities.....         | 15       | 153      |
| Profit and loss (surplus)..... |          | 1,412    |

Total.....\$48,642 \$550,755

PLANT AND EQUIPMENT.—Miles of track (electric), 13.80; 2 motor cars.

OFFICERS.—Pres. J. Frank Porter, V. Pres. E. C. Foster, Sec. & Treas. Charles Williams, Supt. William S. Walcott, Salem, Mass.

DIRECTORS.—John L. Behneke, Boston, Mass.; J. Frank Porter, Danvers, Mass.; Joseph N. Petersen, Salem, Mass.; Patrick F. Sullivan, Lowell, Mass.; Edwin L. Stone, Charles Williams, E. C. Foster, Lynn, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Mar., 1903.

z

Essex County Street Railway Co.—Chartered May 20, 1901, to build an electric railway in Danvers, Topsfield, Boxford and Georgetown, a distance of 10 miles. Construction of road has not been commenced.

CAPITAL STOCK, authorized, \$25,000; paid in, \$12,500.

OFFICERS.—Pres. & Treas. Jos. N. Greene, Sec. Edward D. Hewins.

DIRECTORS.—Jos. N. Greene, Edw. D. Hewins, Edwin T. McKnight, A. T. Merrill, Frank L. Jacobs.

GENERAL OFFICE, "The Quincy," Boston, Mass.

Date of information, Dec., 1902.

b

## DEDHAM.

Population in 1880, 6,233, in 1890, 7,123, in 1900, 7,451.

Norfolk Central Street Railway Co.—This company commenced operating on Sept. 16, 1896. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co. which on Dec. 22, 1900, was itself consolidated with the Brockton St. Ry. (now the Old Colony Street Ry. Co.), the capital stock of which is controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Old Colony St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903.

z

Norfolk Western Street Railway Co.—This company commenced operation of its road in Dedham, Westwood, Walpole, Dover and Medford, on May 9, 1899.

CAPITAL STOCK, authorized and issued, \$100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; dated Aug. 1, 1899, due 1919; denom. \$1,000; int. payable Feb. and Aug.

| OPERATION.—Year ending Sept. 30, | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|
| Total receipts.....              | \$23,802 | \$25,421 | \$24,431 |
| Operating expenses.....          | 18,213   | 21,977   | 21,160   |
| Earnings from operation.....     | 5,689    | 3,444    | 3,270    |
| Interest.....                    | 7,484    | 8,553    | 8,852    |
| Taxes.....                       | 797      | 841      | 821      |
| Net income.....                  | *2,692   | *5,949   | *6,403   |
| Total surplus account.....       | *2,586   |          | *14,939  |
| * Deficit.                       |          |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending Sept. 30,                 | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 2,513 | \$ 2,206 |
| Transportation expenses.....          | 15,752   | 15,995   |
| Maintenance of way and buildings..... | 1,649    | 1,254    |
| Maintenance of equipment.....         | 2,062    | 1,705    |
| Total.....                            | \$21,977 | \$21,160 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                | 1901.   | 1902.   |
|--------------------------------------|---------|---------|
| Passengers carried.....              | 515,289 | 510,761 |
| Car miles run.....                   | 178,361 | 179,753 |
| Total receipts per car mile.....     | \$.143  | \$.135  |
| Operating expenses per car mile..... | .123    | .118    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                         | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....               | \$170,285 | \$175,472 | \$175,982 | \$175,982 |
| “ “ equipment.....              | 26,146    | 27,834    | 28,826    | 28,871    |
| Other permanent investments.... | 48,646    | 49,746    | 49,262    | 49,262    |
| Cash and current assets.....    | 52,861    | 4,475     | 2,931     | 4,147     |
| Miscellaneous assets.....       | 488       | 915       | 1,641     | 1,798     |
| Profit and loss (deficit).....  |           | 2,586     | 8,536     | 14,939    |

Total.....\$298,426 \$261,028 \$267,177 \$274,998

## LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....               | 100,000   | 100,000   | 100,000   | 100,000   |
| Current liabilities.....       | 97,487    | 60,195    | 66,344    | 74,165    |
| Accrued “.....                 | 833       | 833       | 833       | 833       |
| Profit and loss (surplus)..... | 106       |           |           |           |

Total.....\$298,426 \$261,028 \$267,177 \$274,998

PLANT AND EQUIPMENT.—Miles of track (electric), 9.45; gauge, 4 ft. 8½ in.; 13 motor cars.

OFFICERS.—Pres. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gore, Supt. Ezra E. Savage.

DIRECTORS.—J. F. Merrill, Frederick S. Gore, J. A. Fitton, W. H. Grosse, J. E. Smith, G. W. W. Whitney.

GENERAL OFFICE, Westwood, Mass.

Date of information, Dec., 1902.

b

## EASTON.

Population in 1880, 3,902, in 1890, 4,493, in 1900, 4,837.

Easton Street Railway Co.—This road is being constructed.

CAPITAL STOCK, authorized, \$40,000; paid in, \$20,000; par value, \$100 per share.

Cost of road to Sept. 30, 1900, \$9,500.

OFFICERS.—Pres. Frank C. Granger, V. Pres. Edward C. Jenney, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Frank C. Granger, E. C. Jenney, E. F. Draper, G. M. Falkner, James E. Howard, J. J. McCarthy, S. K. Kelley.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Dec., 1901.

d

## FALL RIVER.

Population in 1880, 48,961, in 1890, 74,398, in 1900, 104,863.

Globe Street Railway Co.—Chartered Apr. 16, 1880, in perpetuity. Municipal franchises granted in 1880. Annual meeting third Tuesday in Nov. This company is a consolidation on Apr. 30, 1898, of the Globe Street Railway Co., and the Fall River Street Railway Co. On Apr. 24, 1900, the Dighton, Somerset & Swansea Street Ry. Co., and in Oct., 1900, the Taunton Street Ry. were consolidated into this company. In Jan., 1901, this company was consolidated into the Brockton Street Ry. Co., the capital stock of which is controlled by the Massachusetts Electric Companies. On July 1, 1901, the Newport & Fall River St. Ry. and the Newport Illuminating Co., of R. I., were leased, and the whole system is operated by the Old Colony St. Ry. Co., whose operating report includes report of this company.

Capital Stock, authorized and issued, \$1,440,000; par value, \$100 per share.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass. Date of information, Mar., 1903.

z

## FALMOUTH.

Population in 1890, 2,567, in 1900, 3,500.

Cape Cod Street Railway Co.—This company has received a certificate of incorporation, but has not commenced construction of its road.

CAPITAL STOCK, authorized, \$100,000, paid in \$10,000.

OFFICERS.—Pres. Walter O. Luscombe, V. Pres. John H. Crocker, Sec. & Treas. Geo. E. Dean.

DIRECTORS.—W. O. Luscombe, John H. Crocker, F. A. Foster, Wm. M. Butler, Wm. H. Hewins, H. D. Lawrence, Geo. E. Dean.

GENERAL OFFICE, Falmouth, Mass.

Date of information, Dec., 1902.

b

## FITCHBURG.

Population of Fitchburg in 1880, 12,429, in 1890, 22,007, in 1900, 31,531.

Fitchburg & Leominster Street Railway Co.—Chartered 1886, in perpetuity. Annual meeting in Oct. This is a consolidation of the Fitchburg Street Ry. Co. and the Leominster Street Ry. Co.

CAPITAL STOCK, authorized, \$500,000, issued, \$350,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, \$150,000; dated Apr. 1, 1897, due 1917; denom. \$500; int. payable Apr. and Oct., at First National Bank, of Boston; trustees of mortgage, H. I. Wallace, E. F. Belding, W. B. Tenney.

Consolidated mortgage 4½ p. c. coupon bonds, authorized, \$350,000, issued, \$150,000; held in escrow to retire prior bonds, \$150,000; held for future extensions and improvement, \$50,000; dated Feb. 1, 1901, due 1921; denom. \$1,000; int. payable Feb. and Aug., at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

FRANCHISES.—Municipal franchises granted 1886 to 1902 in perpetuity.

## OPERATION.—Year ending Sept. 30,

|                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Rechts. from pass..... | \$134,015 | \$139,949 | \$166,771 | \$179,000 | \$184,903 |
| “ other sources....    | 300       | 341       | 11,873    | 14,454    | 16,344    |
| “ total.....           | 134,315   | 140,290   | 178,644   | 196,544   | 201,247   |
| Operating expenses.... | 86,177    | 94,069    | 109,227   | 121,385   | 121,272   |

|                       |        |        |        |        |        |
|-----------------------|--------|--------|--------|--------|--------|
| Earnings from op..... | 48,138 | 46,221 | 69,417 | 75,159 | 79,975 |
| Deductions from earn. |        |        |        |        |        |
| Interest charges..... | 10,440 | 15,208 | 17,438 | 15,202 | 19,283 |
| Taxes.....            | 5,656  | 6,250  | 8,577  | 9,479  | 11,863 |
| Other deductions....  | 6,983  | 4,205  | 22,678 | 19,986 | 21,541 |

|                         |        |        |        |        |        |
|-------------------------|--------|--------|--------|--------|--------|
| Net income.....         | 25,059 | 20,558 | 20,724 | 30,491 | 27,280 |
| Dividends paid.....     | 20,000 | 20,000 | 20,000 | 28,000 | 21,000 |
| To depreciation account | 2,000  |        |        |        |        |

To surplus account.... 3,059 558 724 2,491 6,289

|                                              |        |        |         |        |        |
|----------------------------------------------|--------|--------|---------|--------|--------|
| Total surp. account....                      | 17,662 | 18,290 | *23,777 | 23,777 | 21,066 |
| Per cent. op. expenses to total receipts.... | 64.1   | 67.0   | 61.1    | 61.7   | 60.2   |

\*1900, increased by premiums on sale of stock, \$40,430, of which \$23,000 was charged to depreciation, \$7,500 to Accident Insurance fund and \$5,000 to renewal fund.

## OPERATING EXPENSES.

| Year ending Sept. 30,     | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| General expenses.....     | \$15,165 | \$11,740 | \$16,616 | \$19,581 | \$18,554 |
| Maint. of way and bldgs.. | 8,066    | 7,095    | 8,985    | 7,474    | 8,088    |
| “ “ equip.....            | 9,142    | 9,898    | 13,025   | 17,184   | 17,551   |
| Transportation expenses.. | 53,804   | 65,336   | 70,601   | 77,146   | 77,078   |

Total.....\$86,177 \$94,069 \$109,227 \$121,385 \$121,272

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried....  | 2,178,863 | 2,825,880 | 3,371,974 | 3,633,762 | 3,765,154 |
| Car miles run.....      | 671,274   | 778,089   | 800,785   | 876,270   | 859,890   |
| Tot. repts. p. car mile | \$.199    | \$.180    | \$.223    | \$.224    | \$.233    |
| Oper. ex. p. car mile   | .128      | .121      | .136      | .142      | .140      |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....        | \$327,000 | \$344,242 | \$365,749 | \$409,046 | \$531,950 |
| “ “ equipment....        | 93,938    | 104,818   | 113,227   | 137,490   | 144,718   |
| Land and buildings....   | 111,872   | 112,675   | 108,443   | 114,533   | 115,028   |
| Other permanent invest.  | 22,347    | 30,531    | 38,816    | 62,222    | 72,778    |
| Cash assets.....         | 3,043     | 4,517     | 15,423    | 5,829     | 9,778     |
| Material and supplies... | 15,139    | 18,958    | 27,154    | 31,861    | 46,843    |

Total.....\$573,339 \$615,741 \$666,812 \$760,981 \$921,095

## LIABILITIES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....        | \$250,000 | \$250,000 | \$350,000 | \$350,000 | \$350,000 |
| Funded debt.....          | 150,000   | 150,000   | 150,000   | 300,000   | 300,000   |
| Notes payable.....        | 130,000   | 190,000   | 125,000   | 70,000    | 240,000   |
| Other liabilities.....    | 25,677    | 7,450     | 18,035    | 17,204    | 10,028    |
| Profit and loss (surplus) | 17,662    | 18,291    | 23,777    | 23,777    | 21,066    |

Total.....\$573,339 \$615,741 \$666,812 \$760,981 \$921,095

PLANT AND EQUIPMENT.—Miles of track (electric), 31.68; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. T and girder rail; 23 closed and 30 open motor cars; 1,260 H. P. West. engines, 1,082 H. P. West. dynamos 100 West. motors, Dillon boilers, American, Brill, Jones, Newburyport, Stephenson, Wason and Lamokin cars, Bemis trucks.

Please note date of information at end of each report.

OFFICERS.—Pres. Henry A. Willis, V. Pres. Herbert I. Wallace, Clerk Charles F. Baker, Treas. Robert N. Wallis, Supt. Wesley W. Sargent.

DIRECTORS.—Henry A. Willis, Herbert I. Wallace, Manson D. Haws, Charles F. Baker, George E. Clifford, George N. Proctor, Wesley W. Sargent.

GENERAL OFFICE, Fitchburg, Mass.

REFERENCES.—Description of park (brief), Vol. XVII, May 4, '01, p. 556; pleasure park, Vol. XIX, Feb. 1, '02, p. 147 (ill.).

Date of information, Mar., 1903.

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### FRAMINGHAM.

Population in 1880, 6,235, in 1890, 9,239, in 1900, 11,302.

Framingham Union Street Railway Co.—Chartered in 1877. The road is now owned by the Boston & Worcester Electric Co.

CAPITAL STOCK, authorized, \$60,000, issued, 30,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$47,000; dated 1889, due 1909; int. payable Jan. and July, at office of International Trust Co., of Boston.

OPERATION.—Year ending Sept. 30,

|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers..... | \$29,954 | \$31,449 | \$35,347 | \$35,922 | \$36,890 |
| " " other sources.....        | 470      | 699      | 446      | 674      | 846      |
| " " total.....                | 30,424   | 32,148   | 35,793   | 36,596   | 37,736   |
| Operating expenses.....       | 18,458   | 18,309   | 21,009   | 22,086   | 21,963   |
| Earn. from operation.....     | 11,966   | 13,839   | 14,784   | 14,510   | 15,773   |
| Deductions from earnings.     |          |          |          |          |          |
| Interest.....                 | 3,855    | 6,636    | 5,758    | 5,515    | 4,960    |
| Taxes.....                    | 327      | 842      | 1,283    | 1,283    | 1,288    |
| Other deductions.....         |          |          | 156      | 35       |          |
| Net income.....               | 7,783    | 6,361    | 7,587    | 7,677    | 9,524    |
| Dividends.....                |          |          |          | 1,500    | 1,500    |
| Surplus.....                  |          |          |          | 6,177    | 8,024    |
| Total surplus account.....    | 4,104    | 10,013   | 16,974   | 23,182   | 31,207   |

#### OPERATING EXPENSES.

|                              | Year ending Sept. 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|-----------------------------|----------|----------|----------|----------|
| General expenses.....        | \$ 3,947                    | \$ 3,273 | \$ 5,883 | \$ 5,801 | \$ 6,061 |
| Transportation expenses..... | 12,578                      | 12,506   | 14,022   | 14,595   | 14,270   |
| Maint. of way and bldgs..... | 700                         | 863      | 372      | 1,080    | 884      |
| " " equipment....            | 1,234                       | 1,667    | 732      | 609      | 747      |

Total.....\$18,458 \$18,309 \$21,009 \$22,086 \$21,963

#### STATISTICS OF TRAFFIC.

|                                 | Year ending Sept. 30 1898. | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------------|----------------------------|---------|---------|---------|---------|
| Passengers carried.....         | 636,673                    | 680,140 | 660,021 | 750,069 | 782,936 |
| Car miles run.....              | 111,966                    | 135,332 | 146,563 | 152,893 | 148,324 |
| Total recpts. per car mile..... | \$.272                     | \$.237  | \$.244  | \$.239  | \$.254  |
| Oper. expen. per car mile.....  | .165                       | .3.27   | .143    | .144    | .149    |

BALANCE SHEET.—Dated Sept. 30,

|                            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                    |           |           |           |           |           |
| Cost of road.....          | \$110,238 | \$111,240 | \$113,797 | \$113,935 | \$114,021 |
| " " equipment..            | 21,196    | 23,953    | 25,549    | 33,459    | 34,358    |
| Cash and cur'nt as'ts..... | 3,674     | 2,850     | 3,224     | 4,424     | 3,839     |
| Land and buildings.....    | 11,768    | 11,768    | 8,768     | 8,831     | 8,831     |
| Other assets.....          | 541       | 742       | 742       | 655       | 98        |

Total.....\$147,417 \$150,553 \$152,080 \$161,304 \$161,147

#### LIABILITIES.

|                             |           |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....          | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 |
| Funded debt.....            | 50,000    | 50,000    | 50,000    | 47,000    | 47,000    |
| Other liabilities.....      | 63,314    | 60,540    | 55,106    | 61,122    | 52,940    |
| Profit and loss (sur.)..... | 4,104     | 10,013    | 16,974    | 23,182    | 31,207    |

Total.....\$147,417 \$150,553 \$152,080 \$161,304 \$161,147

PLANT AND EQUIPMENT.—Miles of track (electric), 6.98; gauge, 4 ft. 8½ in.; 60 lb. T and side bearing rail; 15 motor cars and 2 horse cars, 2 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. James F. Shaw, Sec. & Treas. G. A. Butman, Supt. A. C. Ralph.

DIRECTORS.—W. M. Butler, F. E. Gregory, G. A. Butman, Edward P. Shaw, Jas. F. Shaw.

GENERAL OFFICE, Marlboro, Mass.

Date of information, Mar., 1903.

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### GARDNER.

Population in 1880, 4,988, in 1890, 8,424, in 1900, 10,813.

Gardner, Westminster & Fitchburg Street Railway Co.—On Dec. 18, 1899, the Gardner Electric Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, \$185,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$185,000, issued, \$150,000; dated Feb. 1, 1900, due 1920; denom. \$1,000.

|                                  | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|
| OPERATION.—Year ending Sept. 30, |          |          |          |
| Receipts from passengers.....    | \$46,570 | \$53,874 | \$54,166 |
| " " other sources.....           | 153      | 263      | 1,940    |
| " " total.....                   | 46,723   | 54,137   | 56,106   |
| Operating expenses.....          | 35,263   | 43,879   | 44,420   |

|                              |        |        |        |
|------------------------------|--------|--------|--------|
| Earnings from operation..... | 11,460 | 10,258 | 11,686 |
| Deductions from earnings.    |        |        |        |
| Interest.....                | 4,289  | 10,571 | 10,991 |
| Taxes.....                   | 2,118  | 2,515  | 1,723  |
| Other deductions.....        | 1,800  | 1,367  | 2,297  |

|                   |       |        |        |
|-------------------|-------|--------|--------|
| Net income.....   | 3,253 | *4,195 | *3,325 |
| Total income..... |       |        | 4,267  |
| *Deficit.         |       |        |        |

#### OPERATING EXPENSES.

|                                       | Year ending Sept. 30, | 1901.    | 1902.    |
|---------------------------------------|-----------------------|----------|----------|
| General expenses.....                 | \$ 4,823              | \$ 3,728 |          |
| Transportation expenses.....          |                       | 31,415   | 30,934   |
| Maintenance of way and buildings..... |                       | 4,734    | 6,955    |
| Maintenance of equipment.....         |                       | 2,907    | 2,803    |
| Total.....                            |                       | \$43,879 | \$44,420 |

#### STATISTICS OF TRAFFIC.

|                                  | Year ending Sept. 30, | 1901.     | 1902.  |
|----------------------------------|-----------------------|-----------|--------|
| Passengers carried.....          | 1,064,260             | 1,099,752 |        |
| Car miles run.....               | 273,016               | 284,716   |        |
| Total receipts per car mile..... |                       |           | \$.197 |
| Oper. expenses per car mile..... |                       |           | .156   |

BALANCE SHEET.—Dated Sept. 30,

|                                | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |
| Cost of road.....              | \$232,832 | \$233,325 | \$233,325 |
| " " equipment.....             | 55,774    | 59,830    | 59,830    |
| Other permanent invests.....   | 88,653    | 97,927    | 97,927    |
| Cash and current assets.....   | 1,530     | 4,043     | 1,358     |
| Other assets.....              | 4,641     | 5,672     | 6,762     |
| Profit and loss (deficit)..... |           | 942       | 4,267     |

Total.....\$383,430 \$401,739 \$403,469

#### LIABILITIES.

|                                |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$185,000 | \$185,000 | \$185,000 |
| Funded debt.....               | 150,000   | 150,000   | 150,000   |
| Loans and notes payable.....   | 35,051    |           | 68,469    |
| Current liabilities.....       | 9,009     | 65,751    |           |
| Accrued taxes.....             | 1,117     | 988       |           |
| Profit and loss (surplus)..... | 3,253     |           |           |

Total.....\$383,430 \$401,739 \$403,469

PLANT AND EQUIPMENT.—Miles of track (electric including Gardner Elec. Ry.), 16.1; 21 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. Edward F. Blodgett, Sec. & Treas. James A. Stiles, Supt. Chas. A. Jeffs.

DIRECTORS.—F. S. Coolidge, E. F. Blodgett, J. A. Stiles, W. S. Reed, G. R. Damon, Albert N. Wood, Walter R. Dame.

GENERAL OFFICE, Gardner, Mass.

Date of information, Mar., 1903.

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### GEORGETOWN.

Population in 1880, 2,231, in 1890, 2,117, in 1900, 1,904.

The Haverhill, Georgetown & Danvers Street Railway Co.

CAPITAL STOCK, authorized, \$300,000, issued, \$60,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, \$35,000, dated Mar. 1, 1899, due 1919.

OPERATION.—Year ending Sept. 30,

|                         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....     | \$23,993 | \$23,299 | \$26,310 | \$27,002 | \$28,459 |
| Operating expenses..... | 18,076   | 15,817   | 17,022   | 17,978   | 21,214   |

|                              |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|
| Earnings from operation..... | 5,917 | 7,482 | 9,288 | 9,024 | 7,245 |
| Deductions from earnings     |       |       |       |       |       |
| Interest and discount.....   | 1,850 | 2,411 | 2,028 | 2,908 | 2,889 |
| Taxes.....                   | 946   | 948   | 1,348 | 1,956 | 1,696 |

|                     |       |       |       |       |       |
|---------------------|-------|-------|-------|-------|-------|
| Net income.....     | 3,121 | 4,123 | 5,912 | 4,160 | 2,659 |
| Dividends paid..... |       | 3,600 | 3,600 |       |       |

|                           |       |       |       |       |        |
|---------------------------|-------|-------|-------|-------|--------|
| To surplus account.....   | 3,121 | 523   | 2,312 | 561   |        |
| Total surplus account.... | 6,597 | 8,171 | 6,237 | 9,423 | 11,043 |

DIVIDENDS.—In 1896, 4 p. c.; in 1897, 1899, 1900 and 1901, 6 p. c.

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending Sept. 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|
| General expenses.....       | \$ 4,094 | \$ 3,386 | \$ 2,312 | \$ 3,367 |
| Maint. of way and bldgs.    | 1,210    | 995      | 1,173    | 854      |
| " " equip....               | 296      | 748      | 375      | 296      |
| Transportation expenses.    | 12,476   | 10,688   | 13,162   | 13,462   |
| Total.....                  | \$18,076 | \$15,817 | \$17,022 | \$17,978 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1898. | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------|---------|---------|---------|---------|
| Passengers carried.....     | 477,268 | 462,818 | 526,363 | 406,465 |
| Car miles run.....          | 143,160 | 120,187 | 127,696 | 105,392 |
| Total recls. per car mile.  | \$.168  | \$.193  | \$.206  | \$.256  |
| Oper. exp. per car mile..   | .126    | .164    | .133    | .171    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....        | \$81,460  | \$85,993  | \$88,731  | \$89,951  | \$100,429 |
| " equipment.....         | 15,632    | 15,951    | 18,202    | 21,076    | 21,076    |
| Land and buildings.....  | 5,479     | 5,529     | 2,825     | 5,525     | 5,525     |
| Cash and current assets. | 4,511     | 945       | 1,259     | 22,539    | 6,701     |
| Miscellaneous assets.... | 500       | 700       | 883       | 885       | 3,690     |
| Total.....               | \$107,582 | \$109,118 | \$111,900 | \$139,976 | \$137,421 |

## LIABILITIES.

|                            |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$60,000  | \$60,000  | \$60,000  | \$60,000  | \$60,000  |
| Funded debt.....           |           | 35,000    | 35,000    | 35,000    | 35,000    |
| Current liabilities.....   | 40,985    | 5,801     | 9,428     | 30,633    | 29,615    |
| Accrued liabilities.....   |           | 146       | 1,235     | 1,694     | 1,763     |
| Other liabilities.....     |           |           |           | 3,226     |           |
| Profit and loss (surplus). | 6,597     | 8,171     | 6,237     | 9,423     | 11,043    |
| Total.....                 | \$107,582 | \$109,118 | \$111,900 | \$139,976 | \$137,421 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Newburyport cars. Power supplied by Georgetown, Rowley & Ipswich Ry. Co.

OFFICERS.—Pres. Alfred Rodman, Sec. E. B. Fuller, Treas. Thos. K. Cummins, Jr., Supt. G. W. Pratt.

DIRECTORS.—Alfred Rodman, Alfred Rodman, Jr., Herbert B. Newton, Edmund B. Fuller, A. Le Baron Russel.

GENERAL OFFICE, 222 Boylston St., Boston, Mass.

Date of information, Mar., 1903.

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Georgetown, Rowley & Ipswich Street Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway, 18 miles in length, connecting Newburyport, Georgetown, Rowley, Byfield and Ipswich, and placed in operation May 1, 1900 by the same interests that control The Haverhill, Georgetown & Danvers Ry. Co.

CAPITAL STOCK, authorized and issued, \$180,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$180,000; dated June 1, 1900, due 1920; denom. \$1,000; interest payable June and Dec., at office of Mercantile Trust Co., of Boston, trustee of Mortgage.

| OPERATION.—Year ending Sept. 30, | 1901.    | 1902.    |
|----------------------------------|----------|----------|
| Gross receipts.....              | \$37,992 | \$40,514 |
| Operating expenses.....          | 24,990   | 24,254   |
| Earnings.....                    | 13,083   | 16,260   |
| Deductions from earnings.        |          |          |
| Interest.....                    | 12,077   | 11,595   |
| Taxes.....                       | 2,917    | 633      |
| Net income.....                  | 1,911    | 4,032    |
| *Deficit.....                    |          |          |

## OPERATING EXPENSES.

| Year ending Sept. 30, 1902.            |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,797 |
| Transportation expenses.....           | 15,895   |
| Maintenance of way and structures..... | 3,254    |
| " " equipment.....                     | 1,307    |
| Total.....                             | \$24,254 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1902.      |         |
|----------------------------------|---------|
| Passengers carried.....          | 862,678 |
| Car miles run.....               | 267,856 |
| Total receipts per car mile..... | \$.151  |
| Operating expenses.....          | .091    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|
| Cost of road.....            | \$263,052 | \$263,158 | \$263,158 |
| " equipment.....             | 60,295    | 61,129    | 61,226    |
| Other perm. investments..... | 83,365    | 83,439    | 83,975    |
| Cash and current assets..... | 3,384     | 20,363    | 12,887    |
| Other assets.....            |           | 127       | 2,117     |
| Total.....                   | \$410,096 | \$428,217 | \$423,364 |

## LIABILITIES.

|                                   |           |           |           |
|-----------------------------------|-----------|-----------|-----------|
| Capital stock.....                | \$180,000 | \$180,000 | \$180,000 |
| Funded debt.....                  | 180,000   | 180,000   | 180,000   |
| Cash and current liabilities..... | 36,622    | 56,152    | 49,398    |
| Accrued liabilities.....          | 5,021     | 5,764     | 3,633     |
| Profit and loss (surplus).....    | 8,453     | 6,301     | 10,333    |
| Total.....                        | \$410,096 | \$428,217 | \$423,364 |

PLANT AND EQUIPMENT.—Miles of track (electric), 18.78; 17 motor cars, 3 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. Alfred Rodman, Sec. E. B. Fuller, Treas. Thos. K. Cummins, Jr., Supt. Geo. W. Pratt.

DIRECTORS.—Edmund B. Fuller, Herbert B. Newton, Alfred Rodman, A. Le B. Russell, Alfred Rodman, Jr.

GENERAL OFFICE, 222 Boylston St., Boston, Mass.

Date of information, Mar., 1903.

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## GLOUCESTER.

Population in 1880, 19,329, in 1890, 24,651, in 1900, 26,121.

Gloucester Street Railway Co.—Chartered Jan. 12, 1886. This company, which leased and operated the property of the Gloucester & Rockport Street Ry. Co., was on Mar. 3, 1900, with Gloucester, Essex & Beverly St. Ry. Co., consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern Street Ry. Co.), the capital stock of all these companies being controlled by the Massachusetts Electric Companies. The operating report is included in report of the Boston & Northern St., Ry. Co.

CAPITAL STOCK, authorized and issued, \$530,000; par value, \$100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

Date of information, Mar., 1903.

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Gloucester, Essex & Beverly Street Railway Co.—Chartered in 1893; municipal franchises granted in 1894 and 1895; operation began Aug. 21, 1895. This company on Jan. 18, 1900, was consolidated with the Gloucester St. Ry. Co., which on Mar. 3, 1900, was consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern Street Ry. Co.), the capital stock of all the companies being controlled by the Massachusetts Electric Companies. The operating report of this company is included in report of the Boston & Northern St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$250,000; par value, \$100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

Date of information, Mar., 1903.

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## GREENFIELD.

Population in 1880, 3,903, in 1890, 5,252, in 1900, 7,927.

Greenfield & Turner's Falls Street Railway Co.—Chartered Apr. 15, 1895. This road was placed in operation June 24, 1895. On June 1, 1896, this company purchased the property and franchises of the Montague Street Ry. Co.

CAPITAL STOCK, authorized, \$130,000, issued, \$115,500; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$100,000, issued, \$88,000; dated June 1, 1896, due 1916; denom. \$500 and \$1,000; int. payable June and Dec., at office of Beacon Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage, which was originally \$100,000, provides that \$2,000, with premium, shall be paid annually from 1897 to 1915, inclusive.

## OPERATION.—Year ending Sept. 30,

|                             | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|
| Receipts from passengers... | \$36,191 | \$37,973 | \$42,773 | \$49,349 |
| "    other sources.....     | 872      | 2,011    | 2,092    | 2,268    |
| "    total.....             | 37,063   | 39,984   | 44,865   | 51,617   |
| Operating expenses.....     | 22,395   | 21,962   | 27,205   | 31,110   |
| Earnings from operation.... | 14,668   | 18,022   | 17,660   | 20,507   |

Please note date of information at end of each report.



|                                  |       |        |       |        |
|----------------------------------|-------|--------|-------|--------|
| Deductions from earnings.        |       |        |       |        |
| Interest on funded debt...       | 4,800 | 4,700  | 4,600 | 4,500  |
| " " floating debt...             | 1,122 | 1,348  | 1,093 | 1,125  |
| Taxes.....                       | 1,878 | 1,943  | 2,388 | 2,470  |
| Net income.....                  | 6,868 | 10,031 | 9,579 | 12,412 |
| Dividends paid.....              | 4,000 | 4,155  | 6,930 | 4,620  |
| To surplus account.....          | 2,868 | 5,876  | 2,649 | 7,792  |
| Total surplus account.....       | 9,403 | 16,576 | 6,823 | 9,546  |
| P.c. op. exp. to total receipts. | 60.1  | 54.9   | 60.6  | 60.3   |
| P. c. dividends paid.....        |       |        |       | 4      |

\*Deficit.

## OPERATING EXPENSES.

|                                 |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
| Year ending Sept. 30,           | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....           | \$ 5,097 | \$ 4,056 | \$ 5,272 | \$ 4,680 |
| Main. of way and buildings..... | 3,644    | 3,038    | 3,741    | 3,772    |
| " " equipment.....              | 2,004    | 2,680    | 2,838    | 5,414    |
| Transportation expenses.....    | 11,650   | 12,188   | 15,353   | 17,243   |
| Total.....                      | \$22,395 | \$21,962 | \$27,205 | \$31,110 |

## STATISTICS OF TRAFFIC.

|                                  |         |         |         |           |
|----------------------------------|---------|---------|---------|-----------|
| Year ending Sept. 30,            | 1899.   | 1900.   | 1901.   | 1902.     |
| Passengers carried.....          | 741,969 | 775,256 | 898,794 | 1,050,859 |
| Car miles run.....               | 180,458 | 183,217 | 188,552 | 224,770   |
| Total receipts per car mile..... | \$.205  | \$.218  | \$.238  | \$.230    |
| Operating exps. per car mile...  | .124    | .124    | .119    | .138      |

## BALANCE SHEET.—Dated Sept. 30,

|                             |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| ASSETS.                     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....           | \$173,250 | \$173,360 | \$169,000 | \$169,036 |
| " equipment.....            | 32,078    | 32,078    | 30,649    | 36,405    |
| Other permanent investments | 26,180    | 26,180    | 26,000    | 34,354    |
| Cash and current assets.... | 1,095     | 3,453     | 705       | 1,852     |
| Other assets.....           | 973       | 1,655     | 2,945     | 2,883     |
| Total.....                  | \$233,576 | \$236,726 | \$229,299 | \$244,531 |

## LIABILITIES.

|                               |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....            | \$100,000 | \$115,500 | \$115,000 | \$115,500 |
| Funded debt.....              | 94,000    | 92,000    | 90,000    | 88,000    |
| Loans and notes payable...    | 30,173    | 12,500    |           | 26,000    |
| Current liabilities.....      |           | 150       | 16,975    | 485       |
| Depreciation fund.....        |           |           |           | 5,000     |
| Profit and loss (surplus).... | 9,403     | 16,576    | 6,823     | 9,546     |
| Total.....                    | \$233,576 | \$236,726 | \$229,299 | \$244,531 |

PLANT AND EQUIPMENT.—Miles of track (electric), 15.07; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 15 motor cars; 1 snow plow; Gen. Elec. dynamos and motors, Wason and Massachusetts cars; water power.

OFFICERS.—Pres. Fred. E. Pierce, Sec. & Treas. D. P. Abercrombie, Jr., Gen. Man. John A. Taggart, Engr. C. W. Clapp.

DIRECTORS.—D. P. Abercrombie, Sr., D. P. Abercrombie, Jr. Isaac Cheney, N. S. Cutler, C. W. Clapp, A. T. Hall, F. E. Pierce, J. W. Stevens, J. A. Taggart.

GENERAL OFFICE, Greenfield, Mass.

Date of information, Mar., 1903.

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Greenfield & Deerfield Street Railway Co.—This road commenced operation Dec., 7, 1901.

CAPITAL STOCK, authorized, \$100,000, issued, \$61,700.

OPERATION.—Period from Dec. 7, 1901 to Sept. 30, 1902.

|                              |         |
|------------------------------|---------|
| Total Receipts.....          | \$2,713 |
| Operating expenses.....      | 1,672   |
| Earnings from operation..... | 1,041   |
| Taxes.....                   | 14      |
| Net income.....              | 1,027   |
| Total surplus.....           | 1,440   |

## BALANCE SHEET.—Dated Sept. 30, 1902.

|                             |           |                              |           |
|-----------------------------|-----------|------------------------------|-----------|
| Assets.                     |           | Liabilities.                 |           |
| Cost of road.....           | \$ 91,011 | Capital stock.....           | \$ 61,700 |
| " " equipment..             | 23,723    | Current liabilities.....     | 69,795    |
| Land and buildings.....     | 4,665     | Profit and loss (surplus)... | 1,440     |
| Cash and current assets.... | 12,534    |                              |           |
| Other assets.....           | 103       |                              |           |
| Total.....                  | \$132,935 | Total.....                   | \$132,935 |

PLANT AND EQUIPMENT.—Miles of track (electric), 7.9; 4 motor cars, 2 other cars.

OFFICERS.—Pres. Fred. E. Pierce, Sec. & Treas. D. P. Abercrombie, Jr., Supt. John A. Taggart, Engr. Chas. W. Clapp.

DIRECTORS.—F. E. Pierce, M. A. Coolidge, E. C. Crosby, B. E. Cook, C. W. Clapp, J. A. Taggart, D. P. Abercrombie, Jr.

Date of information, Mar., 1903.

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## HANOVER.

Population, 1880, 1,897, in 1890, 2,093, in 1900, 2,151.

South Shore & Boston Street Railway Co.—This company is the successor to the Hanover Street Ry. Co., which, on July 15, 1899, was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham, including the Hull St. Ry. and the Rockland & Abington St. Ry. Co.'s, forming the new company. On Nov. 15, 1900, the new company was consolidated with the Brockton Street Ry. Co. (now the Old Colony Street Ry. Co.), the capital stock of all the companies being controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Old Colony St. Ry. Co.

CAPITAL STOCK, authorized, and issued, \$865,000; par value, \$100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903.

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## HAVERHILL.

Population, in 1880, 18,472; in 1890, 27,412; in 1900, 37,175.

Haverhill & Amesbury Street Railway Co.—Chartered 1892. Annual meeting in Oct. This company succeeded the Black Rocks & Salisbury Beach Street Ry. Co. by purchase on July 14, 1892, of the latter's capital stock. The tracks of the Haverhill & Amesbury Street Ry. Co. extend from Washington Square, in the city of Haverhill, through Haverhill, Merrimac, Amesbury and Salisbury, to Newburyport and Salisbury Beach; also from Newburyport to Salisbury and Seabrook.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$300,000, issued, \$196,000, in escrow (see Note), \$94,000; coupon, but may be registered; dated 1892, due 1912; denom. \$1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Fifteen year coupon notes, \$200,000; dated Dec. 1, 1896, due 1911.

Black Rocks & Salisbury Beach Street Ry. Co.'s first mortgage bonds, \$94,000; due 1911.

NOTE.—\$94,000 of the first mortgage bonds are held in escrow to retire the first mortgage bonds of the Black Rocks & Salisbury Beach Street Ry. Co. at maturity.

## OPERATION.—Year ending Sept. 30,

|                              |          |           |           |           |           |
|------------------------------|----------|-----------|-----------|-----------|-----------|
|                              | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from pass.....      | \$88,060 | \$100,770 | \$113,971 | \$114,390 | \$111,583 |
| " other sources....          | 1,605    | 1,166     | 1,689     | 2,005     | 1,592     |
| " total.....                 | 89,665   | 101,936   | 115,660   | 116,396   | 113,175   |
| Operating expenses.....      | 58,389   | 67,976    | 73,266    | 70,116    | 72,062    |
| Earnings from oper.....      | 31,276   | 33,960    | 42,394    | 46,280    | 41,113    |
| Ded. from earnings.          |          |           |           |           |           |
| Interest on bonds.....       | 26,500   | 26,500    | 26,500    | 26,500    | 26,500    |
| " float. debt....            | 1,002    | 1,583     | 3,982     | 7,902     | 8,952     |
| Taxes.....                   | 1,372    | 1,636     | 2,613     | 2,114     | 2,047     |
| Other deductions.....        | 2,008    | 1,735     | 2,126     | 8,878     | 3,394     |
| Net income.....              | 394      | 2,506     | 7,273     | 886       | 220       |
| Dividends paid.....          |          |           |           |           |           |
| To surplus account.....      | 394      | 2,506     |           |           |           |
| Total surplus account....    | 11,583   | 14,089    | 10,628    | 6,072     | 5,838     |
| P. c. op. exp. to tot. rec.. | 65       | 66.6      | 63.3      | 60.2      | 63.6      |

## OPERATING EXPENSES.

|                               |          |          |          |          |          |
|-------------------------------|----------|----------|----------|----------|----------|
| Year ending Sept. 30,         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....         | \$ 8,996 | \$13,278 | \$15,692 | \$ 8,670 | \$ 8,507 |
| Maintenance of way and bldgs. | 5,159    | 6,435    | 4,025    | 5,010    | 5,277    |
| " " equipment....             | 5,816    | 6,441    | 6,626    | 7,585    | 6,918    |
| Transportation expenses.....  | 38,518   | 41,822   | 46,323   | 48,847   | 51,360   |
| Total.....                    | \$58,389 | \$67,976 | \$73,266 | \$70,116 | \$72,062 |

## STATISTICS OF TRAFFIC.

|                         |           |           |           |           |           |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Year ending Sept.       | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Passengers carried..... | 1,408,722 | 1,654,494 | 1,996,573 | 2,264,628 | 2,328,243 |
| Car miles run.....      | 433,833   | 432,040   | 474,690   | 501,652   | 511,897   |
| To'l rec's per car mile | \$.207    | \$.236    | \$.245    | \$.232    | \$.221    |
| Op.exp's per car mile   | .135      | .157      | .154      | .140      | .140      |

## BALANCE SHEET.—Dated Sept. 30,

|                              |           |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....            | \$517,387 | \$540,677 | \$595,577 | \$614,788 | \$631,238 |
| " equipment.....             | 87,261    | 88,344    | 112,324   | 121,355   | 134,173   |
| Cash and current assets....  | 19,646    | 15,728    | 6,747     | 12,037    | 16,081    |
| Other permanent invest.      | 54,547    | 55,107    | 55,619    | 57,470    | 55,591    |
| Bills and acts receivable.   | 7,073     |           |           |           |           |
| Materials and supplies..     |           |           |           |           | 2,847     |
| Other assets.....            | 6,967     | 3,839     | 8,297     | 7,861     |           |
| Profit and loss (deficit)... |           |           |           |           | 5,839     |
| Total.....                   | \$685,807 | \$703,695 | \$778,564 | \$813,511 | \$845,768 |

Please note date of information at end of each report.



## LIABILITIES.

|                            |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 |
| Funded debt.....           | 490,000   | 490,000   | 490,000   | 490,000   | 490,000   |
| Current liabilities.....   | 26,599    | 41,981    | 117,835   | 158,679   | 196,908   |
| Accrued liabilities.....   | 7,625     | 7,625     | 10,102    | 8,759     | 8,860     |
| Profit and loss (surplus). | 11,583    | 14,089    | 10,627    | 6,072     |           |

Total .....\$685,807 \$703,695 \$778,564 \$813,511 \$845,768

PLANT AND EQUIPMENT.—Miles of track, 29.5; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 54 cars; Gen. Elec. and West. dynamos and motors, 2 Baldwin locomotives, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Edward P. Shaw, V. Pres. Chas. Goss, Sec. & Treas. Geo. A. Butman, 53 State St., Boston, Mass.; Gen. Man. E. P. Shaw, Jr., Supt. L. E. Lynde.

DIRECTORS.—Edward P. Shaw, James F. Shaw, Edward P. Shaw, Jr., George A. Butman, Chas. Goss.

GENERAL OFFICE, Merrimac, Mass., and 8 Congress St., Boston, Mass.

Date of information, Mar., 1903.

**Haverhill & Southern New Hampshire Street Railway Co.**—This company commenced operation on July 1, 1902. The road is owned by the New Hampshire Traction Co.

CAPITAL STOCK, authorized, \$60,000; paid in \$30,000; par value, \$100 per share.

BALANCE SHEET.—Dated Sept. 30, 1902.

| Assets.                      | Liabilities.                   |
|------------------------------|--------------------------------|
| Cost of road.....            | Capital stock.....             |
| Cash.....                    | Current liabilities.....       |
| Other perm. investments..... | Profit and loss (surplus)..... |
| Material and supplies.....   |                                |

Total.....\$113,194 Total.....\$113,194

PLANT AND EQUIPMENT.—Miles of track (electric), 6.06; 11 motor cars.

OFFICERS.—Pres. Chas. A. Tenney, V. Pres. & Treas. Henry A. Tenney, Sec. Fred. P. Royce, Gen. Man. Franklin Woodman.

DIRECTORS.—Chas. A. Tenney, Henry A. Tenney, Frederick P. Royce, Frank W. Stearns, R. H. Johnson.

GENERAL OFFICE, 60 State St., Boston, Mass.

Date of information, Apr., 1903.

**Haverhill & Andover Street Railway Co.**—This company is controlled by the Massachusetts Electric Companies. Road commenced operation Apr. 22, 1902.

CAPITAL STOCK, authorized, \$240,000, issued, \$80,000; par value, \$100 per share.

OFFICERS.—Pres. Charles F. Woodward, V. Pres. E. C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams, Supt. David Bruce.

DIRECTORS.—Charles F. Woodward, Chas. Williams, Wakefield, Mass.; Arthur Bliss, Barnett Rogers, Andover, Mass.; Edwin L. Stone, E. C. Foster, Lynn, Mass.; August B. Fels, Boston.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Mar., 1903.

**Haverhill & Plaistow Street Railway Co.**—This road is owned by the New Hampshire Traction Co.

CAPITAL STOCK, authorized and issued, \$30,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$30,000; due July, 1921.

GENERAL OFFICE, 89 State St., Boston, Mass.

Date of information, Apr., 1903.

## HOLYOKE.

Population in 1880, 21,915, in 1890, 35,637, in 1900, 45,712.

**Holyoke Street Railway Co.**—Chartered June 11, 1884. Annual meeting third Tuesday in Jan. This company has leased the Mt. Tom R. R. for 25 years, at an annual rental equivalent to dividends of 6 p. c. on its capital stock of \$100,000.

CAPITAL STOCK, authorized and issued, \$700,000; par value, \$100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized and issued, \$250,000; dated Apr. 1, 1895, due 1915; denom. \$500 and \$1,000; int. payable Apr. 1 and Oct. 1, at office of Holyoke National Bank, of Holyoke.

Debenture 5 p. c. bonds, authorized and issued \$85,000; coupon, but may be registered; dated Oct. 1, 1899, due 1919; denom. \$500 and \$1,000; int. payable Apr. and Oct., at Holyoke National Bank.

## OPERATION.—Year ending Sept. 30,

|                                                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Rechts. from passengers.....                    | \$227,165 | \$230,806 | \$252,261 | \$292,414 | \$324,178 |
| " " other sources.....                          | 1,933     | 10,413    | 10,226    | 11,252    | 12,675    |
| " total.....                                    | 229,098   | 241,219   | 262,487   | 303,666   | 336,853   |
| Operating expenses.....                         | 154,512   | 155,029   | 170,302   | 204,194   | 223,328   |
| Earnings from opern.....                        | 74,586    | 86,190    | 92,185    | 99,472    | 113,525   |
| Deduction from earn.....                        |           |           |           |           |           |
| Interest charges.....                           | 19,587    | 17,559    | 21,832    | 18,560    | 21,332    |
| Taxes.....                                      | 7,853     | 17,137    | 17,618    | 24,067    | 24,978    |
| Other deduct.....                               | 11,504    | 8,390     | 9,570     | 8,437     | 9,058     |
| Net income.....                                 | 35,642    | 43,104    | 43,165    | 48,408    | 58,157    |
| Dividends paid.....                             | 32,000    | 40,000    | 40,000    | 48,000    | 56,000    |
| To surplus account.....                         | 3,642     | 3,104     | 3,165     | 408       | 2,157     |
| Total surplus account ..                        | 65,260    | 68,364    | 73,579    | 75,987    | 78,144    |
| Per cent operating expn. to total receipts..... | 67.4      | 64.2      | 64.8      | 68.9      | 66.3      |

DIVIDENDS, 6 p. c. in 1890 and '91 and 8 p. c. per annum in 1892-3-4-5-6 on \$250,000, and in 1897-8, 8 p. c. on \$400,000; in 1899 and 1900, 8 p. c. on \$500,000; in 1901-2, 8 p. c.

## OPERATING EXPENSES.

| Year ending Sept. 30,        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| General expenses.....        | \$ 11,695 | \$ 11,867 | \$ 14,969 | \$ 15,008 | \$ 16,781 |
| Maint. of way and bldgs..... | 25,608    | 22,040    | 32,603    | 32,499    | 34,578    |
| " " equipment.....           | 17,930    | 21,620    | 18,476    | 24,176    | 27,153    |
| Transp. expenses.....        | 99,278    | 99,502    | 104,254   | 132,510   | 144,816   |
| Total.....                   | \$154,511 | \$155,029 | \$170,302 | \$204,194 | \$223,328 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,            | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....          | 4,468,059 | 4,926,820 | 5,738,258 | 6,336,300 |
| Car miles run.....               | 1,172,660 | 1,268,961 | 1,491,000 | 1,495,200 |
| Total receipts per car mile..... | \$ .205   | \$ .206   | \$ .204   | \$ .225   |
| Oper'g. exps. per car mile.....  | .132      | .134      | .137      | .149      |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.      | 1902.      |
|---------------------------|-----------|-----------|-----------|------------|------------|
| Cost of road.....         | \$486,470 | \$501,257 | \$585,569 | \$ 576,028 | \$ 674,110 |
| " equipment.....          | 164,230   | 171,354   | 219,170   | 253,004    | 301,113    |
| Other perm. prop.....     | 238,118   | 275,268   | 283,263   | 281,888    | 359,839    |
| Cash and cur. assets..... | 13,944    | 16,494    | 23,070    | 40,272     | 13,777     |
| Miscellaneous assets..... | 5,511     | 6,147     | 4,784     | 4,593      | 23,878     |

Total.....\$908,273 \$970,520 \$1,115,856 \$1,155,785 \$1,372,716

## LIABILITIES.

|                             |           |           |           |            |            |
|-----------------------------|-----------|-----------|-----------|------------|------------|
| Capital stock.....          | \$500,000 | \$500,000 | \$500,000 | \$ 700,000 | \$ 700,000 |
| Funded debt.....            | 250,000   | 250,000   | 250,000   | 335,000    | 335,000    |
| Loans and bills pay.....    | 78,900    |           |           |            | 212,668    |
| Current liabilities.....    | 14,113    | 152,156   | 268,840   | 15,606     | 46,905     |
| Accrued ".....              |           |           | 23,437    | 29,193     |            |
| Profit and loss (surp)..... | 65,260    | 68,364    | 73,579    | 75,987     | 78,144     |

Total.....\$908,273 \$970,520 \$1,115,856 \$1,155,785 \$1,372,716

PLANT AND EQUIPMENT.—Miles of track (electric), 42.7; gauge, 4 ft. 8½ in.; 56 lb. 70 lb. and 107 lb. T rail; 107 motor cars, 7 snow plows; 4,000 H. P. station plant; Providence-Green, Hamilton-Corliss and Penn engines, Gen. Elec. dynamos, Gen. Elec. motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Wm. S. Loomis, Sec. & Treas. W. R. Hill, Supt. G. H. Hunter, Ch. Engr. of Power Station C. A. Shaw.

DIRECTORS.—Wm. S. Loomis, John Olmstead, Frederick Harris, J. G. Mackintosh, N. D. Winter, William R. Hill, J. F. Sullivan.

GENERAL OFFICE, 25 Canal St., Holyoke, Mass.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Mar., 1903.

**Mt. Tom Railroad Co.**—The road commenced operation from Mountain Park to the summit of Mt. Tom. in May, 1897. It is leased to the Holyoke Street Ry. Co. for 25 years, at an annual rental equivalent to a dividend of 6 p. c. on its capital stock.

CAPITAL STOCK, authorized, \$100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; 2 motor cars.

OFFICERS.—Same as Holyoke Street Ry. Co.

Date of information, Dec., 1902.

**Hampshire Street Railway Co.**—This road commenced operation July 12, 1902.

CAPITAL STOCK, authorized, \$100,000, paid in \$67,200.

Please note date of information at end of each report.

**BALANCE SHEET.—Dated Sept. 30, 1902.**

| Assets.                    |          | Liabilities.                 |          |
|----------------------------|----------|------------------------------|----------|
| Cost of road.....          | \$59,127 | Capital stock.....           | \$67,200 |
| Cash and current assets .. | 13,290   | Loans and notes payable..    | 3,697    |
|                            |          | Accrued liabilities.....     | 30       |
|                            |          | Profit and loss (surplus) .. | 1,490    |
| Total.....                 | \$72,417 | Total.....                   | \$72,417 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.57.

OFFICERS.—Pres. Walter D. Cows Amherst, Mass.; Sec. &amp; Treas. William R. Hill.

DIRECTORS.—Walter D. Cows, Wm. S. Loomis, E. J. Aldrich, C. E. Bardwell, W. H. Wood, Wm. R. Hill, Alvin L. Wright.

GENERAL OFFICE, Holyoke, Mass.

Date of information, Mar., 1903.

**HOPKINTON.**

Population in 1900, 2,623.

Westborough &amp; Hopkinton Street Railway Co.—Chartered in 1901; municipal franchise granted in 1901. Annual meeting in Oct. This road commenced operation Aug. 16, 1902.

CAPITAL STOCK, authorized, \$40,000; par value, \$100 per share.

FUNDED DEBT.—None.

**BALANCE SHEET.—Dated Sept. 30, 1902.**

| Assets.                    |          | Liabilities.                 |          |
|----------------------------|----------|------------------------------|----------|
| Cost of road.....          | \$61,040 | Capital Stock.....           | \$40,000 |
| Cash and current assets... | 961      | Current liabilities.....     | 20,560   |
|                            |          | Profit and loss (surplus) .. | 1,442    |
| Total.....                 | \$62,002 | Total.....                   | \$62,002 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.36; gauge, 4 ft. 8 in.; 60 lb. rail.

OFFICERS.—Pres. W. R. Dame, V. Pres. H. C. Kingman, Sec. &amp; Treas. G. L. Hemenway, Supt. H. C. Garfield, Westborough Mass.

DIRECTORS.—W. R. Dame, Clinton, Mass.; L. F. Blodgett, Leominster, Mass.; H. C. Garfield, Westborough, Mass.; M. A. Coolidge, Fitchburg, Mass.; C. L. Claflin, Boston, Mass.; Alex. DeWitt, Worcester, Mass.; H. C. Kingman, So. Framingham, Mass.; Geo. L. Hemenway, Hopkinton, Mass.

GENERAL OFFICE, Hopkinton, Mass.

Date of information, Mar., 1903.

**LAWRENCE.**

Population in 1880, 39,151, in 1890, 44,654, in 1900, 62,559.

Lowell, Lawrence &amp; Haverhill Street Railway Co.—Chartered Apr. 29, 1892. Amended Mar. 15, 1893. Annual meeting third Tuesday in Oct. The company's lines connect Lowell, Lawrence, Haverhill and Newburyport. During 1898 the company purchased the People's St. Ry. Co., thus completing a through line from Lowell to Newburyport. In Nov., 1900, the Lowell &amp; Suburban St. Ry. Co. with the Nashua St. Ry. Co. (Nashua, N. H.) was consolidated with this company. The capital stock of all the companies is controlled by the Massachusetts Electric Companies. On May 6, 1901, this company was absorbed by the Lynn &amp; Boston R. R. Co., which is now a part of the system of the Boston &amp; North Shore St. Ry. Co., and the operating report is included in the report of that company.

Capital Stock, authorized, \$3,100,000, issued, \$2,700,000, subscribed for, \$400,000, on which 5 p. c. has been paid in; par value, \$100 per share.

Funded Debt.—See Boston &amp; Northern St. Ry. Co., Boston, Mass.

Date of information, Mar., 1903.

Lawrence &amp; Reading Street Railway Co.—This company was granted a State charter Apr. 2, 1900, and placed its road in operation in and between Reading, North Reading and Andover on Aug. 13, 1900.

Capital Stock, authorized and issued, \$347,000; par value, \$100 per share.

| Operation.—Year ending Sept. 30, |  | 1901.    | 1902.    |
|----------------------------------|--|----------|----------|
| Gross receipts.....              |  | \$33,833 | \$41,228 |
| Operating expenses.....          |  | 32,787   | 40,899   |
| Earnings from operation.....     |  | 1,046    | 329      |
| Deductions from earnings.....    |  |          |          |
| Interest on unfunded debt.....   |  |          | 9,172    |
| Taxes.....                       |  | 1,748    | 2,048    |
| Net income.....                  |  | *702     | *10,891  |
| Total surplus.....               |  |          | *10,611  |
| *Deficit.                        |  |          |          |

**OPERATING EXPENSES.**

Year ending Sept., 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 5,197 |
| Transportation expenses.....           | 25,433   |
| Maintenance of way and structures..... | 3,876    |
| “ “ equipment.....                     | 6,393    |
| Total.....                             | \$40,899 |

**STATISTICS OF TRAFFIC.**

| Year ending Sept. 30,                | 1901.   | 1902.   |
|--------------------------------------|---------|---------|
| Passengers carried.....              | 685,260 | 834,268 |
| Car miles run.....                   | 251,809 | 265,615 |
| Total receipts per car mile.....     | \$ .134 | \$ .155 |
| Operating expenses per car mile..... | .122    | .154    |

**Balance Sheet.—Dated Sept. 30,**

| ASSETS.                          |  | 1900.     | 1901.     | 1902.     |
|----------------------------------|--|-----------|-----------|-----------|
| Cost of road.....                |  | \$142,440 | \$198,508 | \$243,148 |
| “ equipment.....                 |  | 25,145    | 50,114    | 58,380    |
| Other permanent investments..... |  | 78,800    | 89,288    | 84,590    |
| Cash and current assets.....     |  | 3,578     | 14,053    | 9,306     |
| Other assets.....                |  | 3,147     | 52,768    | 4,291     |
| Profit and loss (deficit).....   |  |           |           | 10,611    |
| Total.....                       |  | \$253,110 | \$404,731 | \$410,326 |
| LIABILITIES.                     |  |           |           |           |
| Capital stock.....               |  | \$115,000 | \$115,000 | \$222,000 |
| Loans and notes payable.....     |  | 137,128   | 195,494   | 170,000   |
| Bills and accounts payable.....  |  |           | 93,437    | 17,915    |
| Other liabilities.....           |  |           | 518       | .411      |
| Profit and loss (surplus).....   |  | 982       | 280       |           |
| Total.....                       |  | \$253,110 | \$404,731 | \$410,326 |

Plant and Equipment.—Miles of track (electric), 12.9; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Gen. Elec. generators and motors.

Officers.—Pres. Charles F. Woodward, V. Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams, Supt. John M. Lane.

Directors.—Charles F. Woodward, Charles Williams, Wakefield; Arthur F. Upton, E. A. Carpenter, North Reading; Jos. H. Goodspeed, Boston; E. C. Foster, Edwin L. Stone, Lynn, Mass.

General Office, 333 Union St., Lynn, Mass.

Date of information, Mar., 1903.

Lawrence &amp; Methuen Street Railway Co.—This road is owned by the New Hampshire Traction Co., and commenced operation Aug. 21, 1902.

Capital Stock, authorized, \$70,000, issued, \$35,000.

**Balance Sheet.—Dated Sept. 30, 1902.**

| Assets.                    |           | Liabilities.                 |           |
|----------------------------|-----------|------------------------------|-----------|
| Cost of road.....          | \$175,298 | Capital stock.....           | \$ 35,000 |
| Cost of equipment.....     | 1,219     | Loans and notes payable..... | 159,808   |
| Land and buildings.....    | 15,167    | Profit and loss (surp.) ..   | 5,373     |
| Cash current assets.....   | 8,381     |                              |           |
| Material and supplies..... | 117       |                              |           |
| Total.....                 | \$200,181 | Total.....                   | \$200,181 |

Plant and Equipment.—Miles of track (electric), 6.7; 12 motor cars.

Officers.—Pres. Chas. A. Tenney, V. Pres. &amp; Treas. Henry A. Tenney, Sec. Frederick P. Royce, Gen. Man. Franklin Woodman.

Directors.—Chas. A. Tenney, Henry A. Tenney, Frederick P. Royce, Frank W. Stearns, James A. Brogan.

General Office, Lawrence, Mass.

Date of information, Apr., 1903.

b z

**LEOMINSTER.**

Population in 1880, 5,772, in 1890, 7,269, in 1900, 12,392.

Leominster &amp; Clinton Street Railway Co.—This is the successor, in May, 1896, to the Clinton Street Ry. Co. On Oct. 8th, 1900, the consolidation of the Clinton &amp; Hudson Street Ry. Co. the Worcester &amp; Clinton Street Ry. Co. and the Fitchburg and Suburban Street Ry. Co. with this company was approved by R. R. commissioners, and on Mar. 1, 1901, the company was absorbed by the Worcester Consolidated Ry. Co. Report of operation included in report of the Worcester Consolidated Ry. Co.

CAPITAL STOCK, authorized and issued, \$150,000.

Date of information, Mar., 1903.

z

**LOWELL.**

Population in 1880, 59,475, in 1890, 77,696, in 1900, 94,969.

Lowell &amp; Suburban Street Railway Co.—Chartered May 1, 1891. Annual meeting third Thursday in Oct. This is a consolidation of the Lowell Horse R. R. Co. (inc. 1863) and the Lowell &amp; Dracut Street Ry. Co. (inc. 1887). On July 1, 1900, the Nashua St. Ry. Co.

Please note date of information at end of each report.

was leased to this company, which, on Nov. 21, 1900, was itself consolidated with the Lowell, Lawrence & Haverhill St. Ry. Co., and is now a part of the Boston & Northern Street Ry. system, the capital stock of all the companies being controlled by the Massachusetts Electric Companies. The operating report of this company is included in report of the Boston & Northern St. Ry. Co.

**Capital Stock**, authorized and issued, \$1,200,000; par value, \$100 per share.

**Funded Debt**.—See Boston & Northern Street Ry. Co., Boston, Mass.

Date of information, Mar., 1903. z

**Reading & Lowell Street Railway Co.**—Chartered Sept. 10, 1895. This road commenced operation in Dec., 1895. On Dec. 31, 1899, this company was consolidated with the Wakefield & Stoneham St. Ry. Co. which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co., which is now a part of the Boston & Northern Street Ry. system. The capital stock of all the companies is controlled by the Massachusetts Electric Companies. The operating report of this company is included in report of the Boston & Northern St. Ry. Co.

**Capital Stock**, authorized and issued, \$100,000; par value, \$100 per share.

Date of information, Mar., 1903. z

**Lowell & Pelham Street Railway Co.**—This road is owned by the New Hampshire Traction Co.

**Capital Stock**, \$10,000.

**Balance Sheet**.—Dated Sept. 30, 1902.

| Assets.                           | Liabilities.                    |
|-----------------------------------|---------------------------------|
| Cost of road.....\$37,643         | Capital stock.....\$10,000      |
| Cost of equipment..... 561        | Current liabilities..... 39,205 |
| Land and buildings..... 1,000     |                                 |
| Cash and current assets .. 10,000 |                                 |
| Total.....\$49,205                | Total.....\$49,205              |

**Officers**.—Pres. Chas. A. Tenney, V. Pres. & Treas. Henry A. Tenney, Sec. Frederick P. Royce, Gen. Man. Franklin Woodman.

**Directors**.—Chas. A. Tenney, Henry A. Tenney, Frederick P. Royce, Frank W. Stearns, Franklin Woodman.

**General Office**, 89 State St., Boston, Mass.

Date of information, Apr., 1903. z

## MARLBOROUGH.

Population in 1880, 10,127, in 1890, 13,805, in 1900, 13,609.

**Marlborough Street Railway Co.**—Chartered Mar. 27, 1888, in perpetuity. Annual meeting Jan. 1.

**CAPITAL STOCK**, authorized and issued, \$80,000; par value, \$100 per share. Dividends payable at First National Bank, of Marlborough.

**FUNDED DEBT**, first mortgage 6 p. c. gold bonds, authorized, \$80,000, issued, \$67,000; dated July 1894, due July 1914.

**OPERATION**.—Year ending Sept. 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$38,855 | \$53,567 | \$54,041 | \$59,103 | \$64,559 |
| Operating expenses.....      | 34,927   | 45,153   | 38,212   | 44,506   | 47,015   |
| Earnings from operation..... | 3,928    | 8,414    | 15,829   | 14,597   | 17,544   |
| Deduc. from earnings         |          |          |          |          |          |
| Interest.....                | 3,780    | 3,780    | 3,780    | 4,020    | 4,020    |
| Interest on floating debt.   | 1,395    | 2,836    | 2,672    | 3,600    | 3,217    |
| Taxes.....                   | 2,022    | 1,800    | 2,894    | 2,947    | 2,919    |
| Special charges.....         | 945      |          | 70       | 10,265   |          |
| Net income.....              | *4,214   | *2       | 6,483    | 3,960    | *2,877   |
| Total surplus account.....   | 208      | 206      | 1,523    | 5,253    | 2,376    |

\* Deficit.

### OPERATING EXPENSES.

| Year ending Sept. 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |          |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$ 7,062 | \$ 7,311 | \$ 4,558 | \$ 4,396 | \$ 5,058 |
| Transportation expenses     | 18,134   | 27,755   | 26,610   | 34,761   | 36,917   |
| Maint. of way and build.    | 6,538    | 4,710    | 2,832    | 3,876    | 2,788    |
| “ “ equipment.              | 3,193    | 5,377    | 4,312    | 1,473    | 2,252    |
| Total.....                  | \$34,927 | \$45,153 | \$38,312 | \$44,506 | \$47,015 |

### STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1898. | 1899.   | 1900.   | 1901.   | 1902.   |           |
|-----------------------------|---------|---------|---------|---------|-----------|
| Passengers carried. . . . . | 756,465 | 759,585 | 766,836 | 819,797 | 1,283,811 |
| Car miles run. . . . .      | 223,834 | 180,974 | 174,993 | 176,772 | 302,987   |
| Gross recls. per car mile   | \$ .174 | \$ .296 | \$ .308 | \$ .334 | \$ .213   |
| Oper. exp. per car mile.    | .156    | .249    | .219    | .252    | .155      |

**BALANCE SHEET**.—Dated Sept. 30.

| ASSETS.                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....            | \$120,172 | \$121,751 | \$126,874 | \$131,278 | \$131,664 |
| " equipment.....             | 51,549    | 34,941    | 33,690    | 43,593    | 43,593    |
| Other perm. property...      | 13,716    | 45,631    | 45,636    | 45,778    | 45,778    |
| Cash and current assets.     | 2,885     | 2,445     | 10,687    | 6,755     | 8,822     |
| Bills and accts. receiv'le.. | 2,141     |           |           |           |           |
| Material and supplies ..     | 516       |           |           |           | 1,847     |
| Other assets.....            | 976       | 18,461    | 17,032    | 16,298    | 13,000    |
| Total.....                   | \$191,595 | \$223,229 | \$233,919 | \$243,703 | \$244,703 |

### LIABILITIES.

|                            |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$ 80,000 | \$ 80,000 | \$ 80,000 | \$ 80,000 | \$ 80,000 |
| Funded debt.....           | 80,000    | 80,000    | 80,000    | 63,000    | 80,000    |
| Current liabilities.....   | 47,887    | 59,403    | 65,973    | 72,433    | 76,005    |
| Other liabilities.....     | 500       | 3,621     | 6,423     | 6,017     | 6,322     |
| Profit and loss (surplus). | 208       | 205       | 1,523     | 5,253     | 2,376     |
| Total.....                 | \$191,595 | \$223,229 | \$233,919 | \$243,703 | \$244,703 |

**PLANT AND EQUIPMENT**.—Miles of track owned (electric), 8.11, operated 15.8; gauge, 4 ft. 8 in.; 38 lb. to 72 lb. T, and 80 lb. to 90 lb. girder rail; 17 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Briggs, Jones and Shaw cars.

**OFFICERS**.—Pres. James F. Shaw, Sec. & Treas. Geo. A. Butman, Gen. Man. Supt. & Pur. Agt. A. C. Ralph.

**DIRECTORS**.—W. S. Reed, E. P. Shaw, Jr., Edward P. Shaw, James F. Shaw, Thomas T. Robinson, S. H. Howe, Geo. A. Butman.

**GENERAL OFFICE**, 224 Maple St., Marlborough, Mass.

Date of information, Mar., 1903. z

**Framingham, Southborough & Marlborough Street Railway Co.**—Chartered June 23, 1898. In Jan., 1903, the stock of this company was purchased by the Boston & Worcester Electric Companies, and the road is now part of that system.

**CAPITAL STOCK**, authorized and issued, \$60,000.

**FUNDED DEBT**.—First mortgage, 5 p. c. gold bonds, \$60,000; dated Jan. 1, 1899, due 1919; denom. \$1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

**OPERATION**.—Year ending Sept. 30,

|                              | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Total receipts.....          | \$19,688 | \$24,559 | \$24,701 | \$24,559 |
| Operating expenses.....      | 15,301   | 15,373   | 16,959   | 15,375   |
| Earnings from operation..... | 4,387    | 9,186    | 7,742    | 9,184    |
| Deductions from earnings.    |          |          |          |          |
| Interest.....                | 2,459    | 4,125    | 4,245    | 4,125    |
| Net income.....              | 1,928    | 5,061    | 3,496    | 5,059    |
| Total surplus account.....   | 2,951    | 8,012    | 11,509   |          |

**BALANCE SHEET**.—Dated Sept. 30,

| ASSETS.                      | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....            | \$139,535 | \$142,561 | \$143,489 | \$143,489 |
| " equipment.....             | 23,034    | 24,385    | 24,447    | 24,448    |
| Cash and current assets..... | 3,985     | 10,873    | 4,322     | 10,961    |
| Total.....                   | \$166,554 | \$177,819 | \$172,259 | \$178,898 |

### LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$ 80,000 | \$ 80,000 | \$ 80,000 | \$ 80,000 |
| Funded debt.....               | 60,000    | 60,000    | 60,000    | 60,000    |
| Current liabilities.....       | 22,853    | 28,800    | 20,000    | 20,779    |
| Accrued ".....                 | 750       | 1,007     | 750       | 750       |
| Profit and loss (surplus)..... | 2,951     | 8,012     | 11,509    | 17,368    |
| Total.....                     | \$166,554 | \$177,819 | \$172,259 | \$178,898 |

**PLANT AND EQUIPMENT**.—Miles of track (electric), 7.6; gauge 4 ft. 8½ in.; 56 lb. T rail; 19 motor cars.

**OFFICERS**.—Pres. Jas. F. Shaw, Treas. Geo. A. Butman, Supt. Arthur G. Ralph.

**DIRECTORS**.—J. F. Shaw, E. P. Shaw, E. P. Shaw, Jr., and Geo. A. Butman.

**GENERAL OFFICE**, 8 Congress St., Boston, Mass.

Date of information, Mar., 1903. z

## MARTHA'S VINEYARD.

**Martha's Vineyard Street Railway Co.**—This company was organized under Special Act of the Massachusetts Legislature, and is authorized to carry freight, mail and express. The road is not now being operated.

**CAPITAL STOCK**, authorized, \$150,000, paid in, \$6,742.

Please note date of information at end of each report.

| OPERATION.—Year ending Sept. 30, |         |         |         |         |         |
|----------------------------------|---------|---------|---------|---------|---------|
|                                  | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   |
| Gross receipts.....              | \$1,286 | \$1,040 | \$1,441 | \$1,514 | \$1,087 |
| Operating expenses.....          | 706     | 667     | 956     | 880     | 888     |
| Earnings on operation.....       | \$580   | 373     | 485     | 634     | 199     |
| Deductions from earnings....     | 36      | 524     | 298     | 313     | 167     |
| To surplus account.....          | 544     | *151    | 187     | 321     | 32      |
| Total surplus.....               | 574     | 422     | 609     | 1,170   | 1,203   |
| *Deficit.                        |         |         |         |         |         |

| BALANCE SHEET.—Dated Sept. 30,  |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
| ASSETS.                         |          |          |          |          |          |
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road and equip. . . . . | \$ 6,202 | \$ 7,590 | \$ 7,685 | \$ 7,759 | \$ 6,393 |
| Other permanent invest. . . . . | 5,000    | 5,000    | 5,000    | 2,500    | 3,866    |
| Cash.....                       | 546      | 1,580    | 917      | 139      |          |
| Total.....                      | \$11,748 | \$14,170 | \$13,602 | \$10,398 | \$10,259 |
| LIABILITIES.                    |          |          |          |          |          |
| Capital stock.....              | \$ 4,943 | \$ 6,542 | \$ 6,742 | \$ 6,743 | \$ 6,743 |
| Loans and bills payable..       | 6,383    | 7,019    | 5,000    |          | 1,800    |
| Other liabilities.....          |          |          | 690      | 2,452    | 717      |
| Profit and loss (surplus).....  | 422      | 609      | 1,170    | 1,203    | 999      |
| Total.....                      | \$11,748 | \$14,170 | \$13,602 | \$10,398 | \$10,259 |

PLANT AND EQUIPMENT.—Miles of track (electric), 1.1; gauge, 4 ft. 8½ in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Albert E. Pond, Sec. Winthrop Pattee, Treas. H. R. Leighton, Supt. John A. Duggan.

DIRECTORS.—Albert E. Pond, H. W. Pattee, H. R. Leighton, Winthrop Pattee, M. H. Curley, John F. Merrill, John A. Duggan.

GENERAL OFFICE, 16 State St. Boston, Mass.

Date of information, Mar., 1903.

z

### MAYNARD.

Population in 1900, 3,142.

Concord, Maynard & Hudson Street Railway Co.

CAPITAL STOCK, \$175,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$165,000; dated July 1902, due 1922.

| OPERATION.—Year ending Sept. 30, 1902. |          |
|----------------------------------------|----------|
| Receipts from passengers.....          | \$46,469 |
| " " other sources.....                 | 539      |
| " " total.....                         | 47,008   |
| Operating expenses.....                | 35,070   |
| Earnings from operation.....           | 11,938   |
| Deductions from earnings               |          |
| Interest on bonds.....                 | 2,063    |
| " " unfunded debt.....                 | 3,689    |
| Net income.....                        | 6,187    |
| Total surplus.....                     | 4,507    |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1902.            |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 6,706 |
| Transportation ".....                  | 22,223   |
| Maintenance of way and structures..... | 2,519    |
| " " equipment.....                     | 3,621    |
| Total.....                             | \$35,070 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1902.          |         |
|--------------------------------------|---------|
| Passengers carried.....              | 929,384 |
| Car miles run.....                   | 164,612 |
| Total receipts per car mile.....     | \$ .285 |
| Operating expenses per car mile..... | .207    |

| BALANCE SHEET.—Dated Sept. 30,   |           |           |
|----------------------------------|-----------|-----------|
| ASSETS.                          |           |           |
|                                  | 1901.     | 1902.     |
| Cost of road.....                | \$ 93,982 | \$212,729 |
| " " equipment.....               | 55,000    | 63,574    |
| Other permanent investments..... |           | 99,255    |
| Current assets.....              | 26,664    | 5,669     |
| Total.....                       | \$175,647 | \$381,226 |

| LIABILITIES.                   |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$ 50,000 | \$175,000 |
| Funded debt.....               |           | \$165,000 |
| Current liabilities.....       | 123,900   | 36,719    |
| Profit and loss (surplus)..... | 1,746     | 4,507     |
| Total.....                     | \$175,647 | \$381,226 |

PLANT AND EQUIPMENT.—Miles of track (electric), 13.4 13 cars.

OFFICERS.—Pres. Walter R. Dame, Clinton, Mass.; V. Pres. Chas. H. Persons, Maynard, Mass.; Sec. Harry G. Lowe, Barristers Hall, Boston; Treas. Wm. S. Reed, Leominster, Mass.; Man. Pur. Agt. & Supt. John W. Ogden, Ch. Engr. A. Willard, Ch. Elec. A. O. Hitchcock, Mast. Mech. Alfred Lever, Maynard, Mass.

DIRECTORS.—Chas. W. Shippee, Walter R. Dame, Wm. S. Reed, Chas. E. Dresser, Julius Loewe, Chas. H. Persons, E. A. Outhank, Jerome Marble, Henry Tower.

GENERAL OFFICE, 53 State St., Boston Mass.

POWER STATION, at Maynard, Mass.

Date of information, Dec., 1902.

b

### MIDDLEBORO.

Population in 1890, 6,065, in 1900, 6,885.

Middleboro, Wareham & Buzzard's Bay Street Railway Co.—This road commenced operation Aug. 8, 1901.

CAPITAL STOCK, \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; due 1921.

| OPERATION.—Year ending Sept. 30, 1902. |          |
|----------------------------------------|----------|
| Receipts from passengers.....          | \$43,524 |
| " " other sources.....                 | 1,647    |
| " " total.....                         | 45,170   |
| Operating expenses.....                | 36,399   |
| Earnings from operation.....           | 8,771    |
| Deductions from earnings               |          |
| Interest on bonds.....                 | 3,750    |
| Taxes.....                             | 141      |
| Net income.....                        | 4,880    |
| Total surplus.....                     | 6,949    |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1902.            |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 7,367 |
| Transportation ".....                  | 25,958   |
| Maintenance of way and structures..... | 1,123    |
| " " equipment.....                     | 1,851    |
| Total.....                             | \$36,399 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1902.      |         |
|----------------------------------|---------|
| Passengers carried.....          | 860,850 |
| Car miles run.....               | 347,319 |
| Total receipts per car mile..... | \$ .130 |
| Operating expenses " ".....      | .104    |

| BALANCE SHEET.—Dated Sept. 30, 1902. |           |                                |           |
|--------------------------------------|-----------|--------------------------------|-----------|
| Assets.                              |           | Liabilities.                   |           |
| Cost of road.....                    | \$474,130 | Capital stock.....             | \$150,000 |
| " " equipment.....                   | 120,386   | Funded debt.....               | 150,000   |
| Land and buildings.....              | 16,346    | Current liabilities.....       | 310,862   |
| Cash and current assets.....         | 9,471     | Accrued ".....                 | 2,522     |
|                                      |           | Profit and loss (surplus)..... | 6,949     |
| Total.....                           | \$620,333 | Total.....                     | \$620,333 |

PLANT AND EQUIPMENT.—Miles of track (electric), 29.7; 23 motor cars; rent power.

OFFICERS.—Pres. A. M. Bearse, V. Pres. E. F. Witham, Sec. & Treas. Thomas F. Carey, Res. Man. Chas. H. Cox, Supt. Lawrence H. Parker.

GENERAL OFFICE, Middleboro, Mass.

Date of information, Dec., 1902.

b

### MILFORD.

Population in 1880, 9,310, in 1890, 8,780, in 1900, 11,376.

Milford, Attleboro & Woonsocket Railway Co.—This road was placed in operation between Franklin and Woonsocket, Oct. 1, 1899, connecting with the Milford, Holliston & Framingham road.

CAPITAL STOCK, authorized and issued, \$315,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$250,000; dated Oct., 1899, due 1919; denom. \$1,000; int. payable Apr. and Oct.

| OPERATION.—Year ending Sept. 30, |          |          |          |
|----------------------------------|----------|----------|----------|
|                                  | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....    | \$41,819 | \$74,141 | \$74,247 |
| " " other sources.....           | 322      | 1,323    | 1,214    |
| " " total.....                   | 42,131   | 75,464   | 75,461   |
| Operating expenses.....          | 22,113   | 49,957   | 52,070   |
| Earnings.....                    | 20,018   | 25,507   | 23,391   |

Please note date of information at end of each report.

## Deductions from earnings.

|                       |        |        |        |
|-----------------------|--------|--------|--------|
| Interest.....         | 4,653  | 10,368 | 12,500 |
| Taxes.....            | 3,214  | 4,333  | 4,533  |
| Other deductions..... | 1,607  | 2,399  | 773    |
| Net income.....       | 10,544 | 8,406  | 5,585  |
| Dividends.....        |        |        | 10,000 |
| Surplus.....          |        |        | *4,415 |
| Total Surplus.....    |        |        | 14,536 |
| *Deficit.             |        |        |        |

## OPERATING EXPENSES.

| Year ending Sept. 30,                 | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 4,728 | \$ 3,015 |
| Transportation expenses.....          | 37,016   | 39,324   |
| Maintenance of way and buildings..... | 2,526    | 2,143    |
| " " equipment.....                    | 5,687    | 7,587    |
| Total.....                            | \$49,957 | \$52,070 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 1,481,114 | 1,484,950 |
| Car miles run.....                   | 554,000   | 552,800   |
| Total receipts per car mile.....     | \$ .136   | \$ .136   |
| Operating expenses per car mile..... | .090      | .094      |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|
| Cost of road.....              | \$348,733 | \$356,818 | \$385,381 |
| " equipment.....               | 56,510    | 67,184    | 82,493    |
| Other permanent invests.....   | 120,201   | 136,955   | 117,975   |
| Cash and current assets.....   | 13,882    | 25,323    | 27,535    |
| Total.....                     | \$539,326 | \$586,280 | \$613,384 |
| LIABILITIES.                   | 1900.     | 1901.     | 1902.     |
| Capital stock.....             | \$200,000 | \$250,000 | \$315,000 |
| Funded debt.....               | 200,000   | 250,000   | 250,000   |
| Loans and notes payable.....   | 99,876    |           | 33,848    |
| Accounts payable.....          | 25,692    | 63,432    |           |
| Accrued liabilities.....       | 3,214     | 3,897     |           |
| Profit and loss (surplus)..... | 10,544    | 18,951    | 14,536    |
| Total.....                     | \$539,326 | \$586,280 | \$613,384 |

PLANT AND EQUIPMENT.—Miles of track (electric), 30.5; gauge, 4 ft. 8½ in.; 26 motor cars, 3-200 H. P. Babcock & Wilcox boilers Filer & Stowell engines, 1-250 and 1-325 K. W. West. generators.

OFFICERS.—Pres. Geo. W. Wiggins, Treas. Edgar K. Ray, Sec. Wm. H. Tylee, Supt. Herbert M. Young.

DIRECTORS.—George W. Wiggins, Joseph F. Ray, Edgar K. Ray, Wm. S. Reed, Wm. H. Tylee, Chas. H. Shippee, A. D. Thayer.

GENERAL OFFICE, Franklin, Mass.

Date of information, Dec., 1902.

b

**Milford, Holliston & Framingham Street Railway Co.**—Chartered Oct. 21, 1895. This company commenced operation on May 15, 1896. In 1897 this company purchased the entire capital stock of the Milford & Hopedale Street Ry. Co., and on July 10, 1902, the company was consolidated with the Milford & Uxbridge St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$252,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$165,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July, at office of American Loan & Trust Co., Boston, Mass., trustee of mortgage.

## OPERATION.—Year ending Sept. 30,

|                              | 1899.    | 1900.     | 1901.     | Sept. 30, 1901 to July 10, 1902. |
|------------------------------|----------|-----------|-----------|----------------------------------|
| Gross receipts.....          | \$94,449 | \$121,708 | \$118,029 | \$84,144                         |
| Operating expenses.....      | 55,651   | 80,998    | 85,409    | 66,446                           |
| Earnings from operation..... | 38,798   | 40,710    | 32,620    | 17,698                           |
| Deductions from earnings.    |          |           |           |                                  |
| Interest and discount.....   | 10,178   | 10,600    | 9,887     | 11,619                           |
| Taxes.....                   | 3,492    | 6,851     | 7,558     | 5,671                            |
| Other deductions.....        | 2,810    | 3,392     | 1,206     | 7                                |
| Net income.....              | 22,318   | 19,867    | 13,968    | 400                              |
| Dividends paid.....          | 16,800   | 17,640    | 17,640    | 15,120                           |
| To surplus account.....      | 5,518    | 2,227     | *3,672    |                                  |
| Total surplus account.....   | 22,941   | 29,670    | 25,998    | 11,278                           |
| P. C. Dividends paid.....    |          |           |           | 6                                |
| *Deficit.                    |          |           |           |                                  |

## OPERATING EXPENSES.

| Year ending Sept. 30,                 | 1901.    | Sept. 30, 1901 to July 10, 1902. |
|---------------------------------------|----------|----------------------------------|
| General expenses.....                 | \$ 8,970 | \$ 6,986                         |
| Transportation expenses.....          | 47,624   | 41,074                           |
| Maintenance of way and buildings..... | 20,557   | 11,919                           |
| " " equipment.....                    | 8,258    | 6,466                            |
| Total.....                            | \$85,409 | 66,446                           |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,            | 1901.     | Sept. 30, 1901 to July 10, 1902. |
|----------------------------------|-----------|----------------------------------|
| Passengers carried.....          | 2,476,802 | 1,732,964                        |
| Car miles run.....               | 548,313   | 477,765                          |
| Gross receipts per car mile..... | \$ .215   | \$ .176                          |
| Operating expenses.....          | .156      | .139                             |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....              | \$265,178 | \$269,724 | \$271,400 | \$339,203 | \$361,901 |
| " equipment.....               | 60,461    | 62,049    | 81,219    | 88,581    | 94,387    |
| Other permanent invests.....   | 82,591    | 101,387   | 117,529   | 139,765   | 215,518   |
| Cash and current assets.....   | 7,345     | 18,761    | 6,368     | 35,802    | 10,755    |
| Other assets.....              | 2,305     | 2,281     | 3,136     | 3,863     | 7,610     |
| Total.....                     | \$417,880 | \$454,202 | \$479,652 | \$607,214 | \$690,171 |
| LIABILITIES.                   |           |           |           |           |           |
| Capital stock.....             | \$210,000 | \$210,000 | \$252,000 | \$252,000 | \$252,000 |
| Funded debt.....               | 165,000   | 165,000   | 165,000   | 165,000   | 165,000   |
| Current liabilities.....       | 25,45     | 54,198    | 30,919    | 161,061   | 256,323   |
| Accrued ".....                 |           | 2,063     | 2,063     | 3,154     | 5,570     |
| Profit and loss (surplus)..... | 17,424    | 22,941    | 29,670    | 25,998    | 11,278    |
| Total.....                     | \$417,880 | \$454,202 | \$479,652 | \$607,214 | \$690,171 |

PLANT AND EQUIPMENT.—Miles of track (electric), 28.1; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 30 motor cars, 3 snow plows; Jackson & Sharp cars, 2 Slater engines, direct connected to 325 and 225 K. W. Gen. Elec. generators, 2 Ball compound engines for elec. light power, 4 boilers.

OFFICERS.—Pres. Jno. T. Manson, New Haven, Conn.; V. Pres. S. Harwood, Sec. Wendell Williams, Treas. & Gen. Man. E. W. Goss, Supt. M. E. Nash, Milford.

DIRECTORS.—H. C. Fuller, Chas. E. Graham, Jas. E. Walker, Arthur R. Taft, Sydney Harwood, J. W. Downs, J. T. Manson.

GENERAL OFFICE, Milford, Mass.

REFERENCES.—Description of road, Vol. XVIII, Dec. 7, '01, p. 789 (ill.).

Date of information, Dec., 1902.

b

**Milford & Uxbridge Street Railway Co.**—This company was organized June, 1900, to construct an electric railway from Milford connecting with the Milford, Holliston & Framingham Ry. at Hopedale, through Mendon and Wheelockville to Uxbridge. Operation commenced Dec. 20, 1901. On July 10, 1902, the Milford, Holliston & Framingham St. Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, \$352,000; par value, \$100 per share.

FUNDED DEBT, authorized, \$215,000.

## OPERATION.—Period from Dec. 20, 1901 to Sept. 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$57,034 |
| " " other sources.....        | 1,202    |
| " " total.....                | 58,236   |
| Operating expenses.....       | 33,567   |
| Earnings from operation.....  | 24,669   |
| Deductions from earnings      |          |
| Interest on bonds.....        | 2,882    |
| " " unfunded debt.....        | 5,964    |
| Taxes.....                    | 3,385    |
| Other deductions.....         | 1,208    |
| Net income.....               | 11,230   |
| Total surplus.....            | 22,775   |

## BALANCE SHEET.—Year ending Sept. 30,

| ASSETS.                         | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Cost of road.....               | \$ 86,155 | \$488,817 |
| " " equipment.....              | 20,685    | 156,219   |
| Other permanent investment..... | 6,698     | 218,103   |
| Cash.....                       | 11,806    | 12,488    |
| Other Assets.....               |           | 6,598     |
| Total.....                      | \$125,345 | \$882,224 |

Please note date of information at end of each report.

| LIABILITIES.                     |           |           |
|----------------------------------|-----------|-----------|
| Capital stock.....               | \$ 50,000 | 352,000   |
| Funded debt.....                 |           | 215,000   |
| Accrued interest.....            | 111       | 4,557     |
| Bills and accts. payable.....    | 75,234    | 287,893   |
| Profit and Loss. (surplus.)..... |           | 22,775    |
| Total.....                       | \$125,345 | \$882,224 |

PLANT AND EQUIPMENT.—Miles of track (electric), 36 0; 40 motor cars.

OFFICERS.—Pres. Jno. T. Manson, V. Pres. Arthur R. Taft, Sec. Wendell Williams, Treas. & Gen. Man. E. W. Goss.

DIRECTORS.—Jno. T. Manson, Geo. A. Draper, Herbert C. Fuller, New Haven, Conn.; Arthur R. Taft, Uxbridge, Mass.; Chas. E. Graham, Sydney Harwood, Boston, Mass.; Jas. E. Walker, Herbert C. Fuller, New Haven, Conn.

GENERAL OFFICE, Milford, Mass.

Date of information, Mar., 1903.

### NATICK.

Population in 1880, 8,479, in 1890, 9,118, in 1900, 9,448.

South Middlesex Street Railway Co.—This company operates lines extending from South Natick to Natick, South Framingham, Ashland and Hopkinton.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, \$100,000; due 1915.

| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....              | \$57,119 | \$60,252 | \$63,451 | \$69,425 | \$70,405 |
| Operating expenses.....          | 36,033   | 39,479   | 45,491   | 55,574   | 59,869   |
| Earnings from operation....      | 21,086   | 20,773   | 17,960   | 13,849   | 10,536   |
| Deductions from earnings...      |          |          |          |          |          |
| Interest.....                    | 7,572    | 7,462    | 8,280    | 9,839    | 12,246   |
| Taxes.....                       | 1,699    | 2,121    | 3,619    | 3,644    | 3,095    |
| Other deductions.....            |          |          | 2,037    | 3,727    | 7,040    |
| Net income.....                  | 11,815   | 11,190   | 4,024    | *3,361   | *11,845  |
| Dividends paid.....              | 6,000    | 6,000    | 8,000    | 5,000    |          |
| To surplus account.....          | 5,815    | 5,190    | *3,976   | *8,361   |          |
| Total surplus account.....       | 9,361    | 14,383   | 10,368   | 1,974    | *9,479   |

\*Deficit.

DIVIDENDS.—In 1893, 3 p. c.; in 1894, 10.5 p. c. on \$60,000; in 1895, 2½ p. c.; in 1896, 4 p. c.; in 1897, 5½ p. c.; in 1898–9, 6 p. c.; in 1900, 8 p. c.; in 1901, 5 p. c.

#### OPERATING EXPENSES.

| Year ending Sept. 30, |          |          |          |          |          |
|-----------------------|----------|----------|----------|----------|----------|
|                       | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses ...  | \$ 7,162 | \$ 8,278 | \$ 6,575 | \$10,656 | \$ 7,375 |
| Transportation exp..  | 21,718   | 21,676   | 25,184   | 29,665   | 41,234   |
| Main. way and bldgs.  | 4,307    | 6,036    | 8,871    | 7,674    | 4,497    |
| " " equipment.        | 2,846    | 3,489    | 4,861    | 7,579    | 6,762    |
| Total.....            | \$36,033 | \$39,479 | \$45,491 | \$55,574 | \$59,869 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,  |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
|                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Pass. carried.....     | 1,134,670 | 1,195,879 | 1,263,117 | 1,416,232 | 1,445,338 |
| Car miles run.....     | 269,181   | 279,898   | 282,683   | 339,775   | 379,489   |
| Gr. rcpts p. car mile. | \$ .212   | \$ .215   | \$ .224   | \$ .204   | \$ .185   |
| Op. exp. p. car mile   | .133      | .130      | .161      | .164      | .168      |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
|                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....      | \$142,036 | \$142,137 | \$151,818 | \$151,944 | \$152,118 |
| " equipment.....       | 56,928    | 59,400    | 60,278    | 65,542    | 81,114    |
| Other perm invest.     | 59,036    | 66,411    | 75,342    | 75,328    | 75,991    |
| Cash & cur. assets     | 2,204     | 4,291     | 9,025     | 6,928     | 14,699    |
| Other assets.....      | 2,169     | 1,983     | 6,445     | 15,056    | 56,721    |
| Profit and loss (def.) |           |           |           |           | 9,479     |
| Total.....             | \$262,373 | \$274,222 | \$302,908 | \$315,699 | \$390,122 |
| LIABILITIES.           |           |           |           |           |           |
| Capital stock.....     | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....       | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Floating debt.....     | 51,054    | 57,410    | 87,114    | 104,342   | 179,262   |
| Accrued liabilities..  | 1,958     | 2,429     | 5,427     | 5,207     | 4,508     |
| Other liabilities....  |           |           |           | 4,176     | 6,352     |
| Prof. and loss (surp.) | 9,361     | 14,383    | 10,367    | 1,974     |           |
| Total.....             | \$262,373 | \$274,222 | \$302,908 | \$315,699 | \$390,122 |

PLANT AND EQUIPMENT.—Miles of track (electric) 19.7; gauge, 4 ft. 8½ in.; 50 lb. T rail; 25 motor cars, 3 snow plows; Gen. Elec. and

Short dynamos and motors, Newburyport, Jackson & Sharp, Massachusetts and Briggs cars.

OFFICERS.—Pres. N. Sumner Myrick, V. Pres. Alex. DeWitt, Sec. & Treas. J. J. Valentine, Gen. Man. & Supt. Andrew F. Mars, South Framingham, Mass.

DIRECTORS.—W. B. Ferguson, Thos. T. Robinson, Alex. De Witt, Chas. L. Claflin, N. Sumner Myrick, Warren A. Bird, H. H. Whitney, J. M. Fiske.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Mar., 1903.

Natick & Cochituate Street Railway Co.—Chartered May, 1885. Annual meeting second Monday in May.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

|                          | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....      | \$55,490 | \$64,371 | \$68,812 | \$72,224 | \$79,751 |
| Operating expenses.....  | 46,929   | 50,608   | 54,123   | 58,567   | 64,965   |
| Earnings from oper....   | 8,561    | 13,763   | 14,689   | 13,657   | 14,786   |
| Deductions from earn..   |          |          |          |          |          |
| Int. on floating debt.   | 629      | 1,876    | 3,449    | 2,423    | 3,447    |
| Taxes.....               | 1,659    | 2,371    | 2,070    | 2,907    | 2,901    |
| Net income.....          | 6,273    | 9,516    | 9,170    | 8,326    | 8,438    |
| Dividends paid.....      | 6,000    | 8,000    | 8,000    | 8,000    | 8,000    |
| To surplus account.....  | 274      | 1,516    | 1,170    | 326      | 438      |
| Total surplus account..  | 9,711    | 11,226   | 3,096    | 13,422   | 13,866   |
| P. c. dividends paid.... |          |          |          |          | 8        |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1898. |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|
|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....       | \$ 4,766 | \$ 5,276 | \$ 6,215 | \$ 5,580 | 6,229    |
| Transportation exp....      | 25,667   | 25,345   | 31,815   | 34,539   | 35,643   |
| Main. of way and bldgs.     | 7,174    | 7,432    | 2,233    | 11,641   | 17,578   |
| " " equip..                 | 9,322    | 12,555   | 13,860   | 6,808    | 5,514    |
| Total.....                  | \$46,929 | \$50,608 | \$54,123 | \$58,567 | \$64,965 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,    |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
|                          | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Passengers carried...    | 1,089,877 | 1,287,893 | 1,364,883 | 1,428,991 | 1,611,446 |
| Car miles run.....       | 257,772   | 297,710   | 405,654   | 450,815   | 461,879   |
| Gross rcpts. p. car mile | \$ .215   | \$ .216   | \$ .169   | \$ .160   | \$ .173   |
| Op. exp. per car mile..  | .182      | .170      | .145      | .129      | .140      |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                   |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
|                           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....         | \$ 86,443 | \$136,243 | \$136,243 | \$136,243 | \$142,223 |
| " equipment.....          | 29,966    | 29,966    | 33,893    | 33,893    | 37,511    |
| Other perm. invest....    | 9,690     | 9,690     | 9,690     | 9,690     | 9,690     |
| Cash and current assets.  | 763       | 1,184     | 227       | 553       | 1,394     |
| Total.....                | \$126,862 | \$177,083 | \$180,053 | \$180,379 | \$190,818 |
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Floating debt.....        | 17,151    | 65,857    | 66,957    | 66,957    | 76,957    |
| Profit and loss (sur.)... | 9,711     | 11,226    | 13,096    | 13,422    | 13,860    |
| Total.....                | \$126,862 | \$177,083 | \$180,053 | \$180,379 | \$190,818 |

PLANT AND EQUIPMENT.—Miles of track (electric), 18.8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 25 motor cars, 3 snow plows; West. dynamos and motors, Jones cars, Bemis trucks.

OFFICERS.—Pres. H. Harwood, Sec. F. H. Hayes, Treas. R. W. Harwood, Supt. Frank P. Quackenbush.

DIRECTORS.—H. Harwood, S. W. Holmes, C. A. Pooke, Frank P. Quackenbush, F. H. Hayes, Robt. W. Harwood, O. A. Felch, Natick, Mass.

GENERAL OFFICE, Natick, Mass.

Date of information, Mar., 1903.

Natick & Needham Street Railway Co.—Chartered Apr. 3, 1900. Commenced operation in Natick, Needham and Dover, July 24, 1900. This road is leased to and operated by the South Middlesex Street Ry. Co.

CAPITAL STOCK, authorized and issued, \$50,000; par value, \$100 per share.

FUNDED DEBT, \$50,000.

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        |           |           |           |
|--------------------------------|-----------|-----------|-----------|
|                                | 1900.     | 1901.     | 1902.     |
| Cost of road and equip.....    | \$ 88,250 | \$ 99,787 | \$ 99,787 |
| Accounts receivable.....       | 13,538    |           |           |
| Cash.....                      |           | 939       | 736       |
| Profit and loss (deficit)..... | 1,282     |           |           |
| Total.....                     | \$103,070 | \$100,726 | \$100,523 |

Please note date of information at end of each report.

## LIABILITIES.

|                                |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....               |           | 50,000    | 50,000    |
| Accounts payable.....          | 53,045    | 227       |           |
| Other liabilities.....         |           | 25        | 23        |
| Profit and loss (surplus)..... |           | 500       | 500       |

Total .....\$103,070 \$100,726 \$100,523

PLANT AND EQUIPMENT.—Miles of track (electric), 5.82; gauge, 4 ft. 8½ in.; 60 lb. rail; 5 motor cars, 20 motors.

OFFICERS.—Pres. Francis Bigelow, V. Pres. John H. Cunningham, Sec. & Treas. Geo. A. Butman, 8 Congress St., Boston, Mass.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Dec., 1902.

b

## NEW BEDFORD.

Population in 1880, 26,845, in 1890, 40,733, in 1900, 62,442.

New Bedford & Onset Street Railway Co.—This company has purchased the East Wareham, Onset Bay & Point Independence Street Ry. Co.

CAPITAL STOCK, \$500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$280,000; dated Jan. 1, 1902; due 1922.

OPERATION.—Aug. 5, 1901, to Sept. 30, 1901.

|                              | Year ending Sept. 30, 1902. |
|------------------------------|-----------------------------|
| Total receipts.....          | \$7,645                     |
| Operating expenses.....      | 3,153                       |
| Earnings from operation..... | 4,492                       |
| Deductions from earnings.    |                             |
| Interest on bonds.....       | 10,500                      |
| " " floating debt.....       | 2,581                       |
| Taxes.....                   | 3,106                       |
| Net deficit.....             | 1,387                       |
| Total surplus.....           | 15,318                      |

## OPERATING EXPENSES.

Year ending Sept. 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,673 |
| Transportation expenses.....           | 39,172   |
| Maintenance of way and structures..... | 5,169    |
| " " equipment.....                     | 3,834    |
| Total.....                             | \$51,849 |

## STATISTICS OF TRAFFIC.

|                                  |         |
|----------------------------------|---------|
| Passengers carried.....          | 966,998 |
| Car miles run.....               | 239,376 |
| Total receipts per car mile..... | \$ .289 |
| Operating expenses.....          | .216    |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      | 1901.     | 1902.     |
|------------------------------|-----------|-----------|
| Cost of road.....            | \$467,142 | \$596,546 |
| " equipment.....             | 65,963    | 93,721    |
| Other permanent invest.....  | 118,024   | 164,419   |
| Cash and current assets..... | 86,471    | 5,908     |
| Total.....                   | \$737,600 | \$860,595 |

## LIABILITIES.

|                                |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$200,000 | \$500,000 |
| Funded debt.....               |           | 280,000   |
| Current liabilities.....       | 536,213   | 65,277    |
| Profit and loss (surplus)..... | 1,387     | 15,318    |
| Total.....                     | \$737,600 | \$860,595 |

PLANT AND EQUIPMENT.—Miles of track (electric), 21.9; 18 motor cars, 6 other cars.

OFFICERS.—Pres. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. C. A. Cook, Treas. E. S. Wilde, Supt. Edw. E. Potter.

DIRECTORS.—Henry H. Crapo, T. B. Tripp, C. A. Cook, E. S. Brown, Walter P. Winsor, Chas. H. Lawton, Oliver Prescott, Jr., Jos. K. Nye, Thos. S. Hathaway.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Mar., 1903.

z

Union Street Railway Co.—Chartered Mar. 18, 1887. Annual meeting first Thursday in Nov.

CAPITAL STOCK, authorized and issued, \$600,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$400,000; dated Jan. 2, 1894, due 1914; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

## OPERATION.—Year ending Sept. 30,

|                             | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Rechts. from pass.....      | \$187,728 | \$205,812 | \$224,110 | \$248,355 | \$301,310 |
| " other sources.....        | 18,410    | 18,656    | 25,530    | 24,540    | 24,815    |
| " total.....                | 206,138   | 224,468   | 249,640   | 272,895   | 326,125   |
| Operating expenses.....     | 131,929   | 130,398   | 150,902   | 170,367   | 201,784   |
| Earn. from oper'n.....      | 74,209    | 94,070    | 98,738    | 102,528   | 124,341   |
| Ded. from earnings.         |           |           |           |           |           |
| Interest.....               | 22,227    | 23,609    | 22,635    | 23,094    | 34,354    |
| Taxes.....                  | 7,299     | 14,627    | 14,857    | 16,157    | 21,034    |
| Other deduct's.....         |           | 7,295     | 1,197     | 5,752     |           |
| Net income.....             | 44,683    | 48,539    | 60,049    | 57,525    | 68,952    |
| Dividends paid.....         | 27,000    | 36,000    | 36,000    | 48,000    | 48,000    |
| To surplus account.....     | 17,683    | 12,539    | 24,049    | 9,525     | 20,952    |
| Debit to profit & loss..... |           | 12,539    | 21,811    | 11,761    | 20,952    |
| Total surplus acct.....     | 50,000    | 50,000    | 52,238    | 50,000    | 50,000    |

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 4 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c. on \$350,000 and 2 p. c. on \$450,000; in 1898, 6 p. c.; in 1899 and 1900, 8 p. c. on \$450,000; in 1900 and 1901-2, 8 p. c. on \$600,000.

## OPERATING EXPENSES.

| Year ending Sept. 30,      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| General expenses.....      | \$ 23,274 | \$ 21,322 | \$ 22,822 | \$ 22,967 | \$ 27,453 |
| Trans. expenses.....       | 91,839    | 88,479    | 105,932   | 111,966   | 140,556   |
| Main. of way and bldg..... | 7,152     | 8,735     | 7,972     | 14,236    | 12,249    |
| " " equip.....             | 9,664     | 11,862    | 14,176    | 21,198    | 21,525    |
| Total.....                 | \$131,929 | \$130,398 | \$150,902 | \$170,367 | \$201,784 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,            | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Revenue passeng's carried.....   | 4,202,903 | 4,590,934 | 5,070,707 | 6,160,579 |
| Car miles run.....               | 969,911   | 1,088,803 | 1,147,002 | 1,334,311 |
| Total receipts per car mile..... | \$ .231   | \$ .229   | \$ .237   | \$ .244   |
| Operating exp. per car mile..... | .134      | .138      | .148      | .151      |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                 | 1898.     | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------|-----------|-------------|-------------|-------------|-------------|
| Cost of road.....       | \$535,948 | \$ 529,713  | \$ 566,079  | \$ 676,797  | \$ 703,315  |
| " equip.....            | 174,301   | 180,486     | 176,709     | 186,710     | 242,810     |
| Other per. invest.....  | 245,819   | 274,484     | 257,209     | 392,779     | 465,817     |
| Cash & cur. assets..... | 16,610    | 24,814      | 57,897      | 15,243      | 26,395      |
| Other assets.....       | 431       |             | 14,416      | 15,894      | 23,787      |
| Total.....              | \$973,109 | \$1,009,497 | \$1,072,310 | \$1,287,423 | \$1,462,125 |

## LIABILITIES.

|                           |            |             |             |             |             |
|---------------------------|------------|-------------|-------------|-------------|-------------|
| Capital stock.....        | \$ 450,000 | \$ 450,000  | \$ 600,000  | \$ 600,000  | \$ 600,000  |
| Funded debt.....          | 350,000    | 350,000     | 400,000     | 400,000     | 400,000     |
| Other liabilities.....    | 123,109    | 159,497     | 20,073      | 237,433     | 412,125     |
| Profit & loss (sur.)..... | 50,000     | 50,000      | 52,237      | 50,000      | 50,000      |
| Total.....                | \$973,109  | \$1,009,497 | \$1,072,310 | \$1,287,423 | \$1,462,125 |

PLANT AND EQUIPMENT.—Miles of track (electric), 30.6; gauge, 4 ft. 8½ in.; 60 lb. to 98 lb. girder and T rail; 6 horses, 109 cars, 7 snow plows; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. Clarence A. Cook, Treas. Elton S. Wilde, Gen. Supt. E. E. Potter.

DIRECTORS.—Henry H. Crapo, Edward S. Brown, Clarence A. Cook, T. B. Tripp, Lot B. Bates, Oliver Prescott, Jr., Thos. S. Hathaway, C. H. Lawton, New Bedford; Walter P. Winsor, Fairhaven, Mass.

GENERAL OFFICE, 7 Purchase St., New Bedford.

REFERENCES.—Description of park (brief), Vol. XVII, Mar. 2, 1901, p. 309.

Date of information, Mar., 1903.

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## Dartmouth &amp; Westport Street Railway Co.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$150,000, issued \$90,000; coupon, but may be registered; dated Apr. 1, 1895, due 1915; denom. \$1,000; int. payable Apr. and Oct., at office of International Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

|                               | 1898.    | 1899.    | 1900.     | 1901.     | 1902.     |
|-------------------------------|----------|----------|-----------|-----------|-----------|
| Receipts from passengers..... | \$95,579 | \$96,618 | \$103,041 | \$118,293 | \$130,663 |
| " other sources.....          | 1,335    | 1,448    | 1,596     | 1,252     | 2,328     |
| " total.....                  | 96,914   | 98,066   | 104,637   | 119,545   | 132,991   |
| Operating expenses.....       | 68,052   | 67,929   | 72,095    | 77,884    | 99,383    |
| Earnings from operation.....  | 28,862   | 30,137   | 32,542    | 41,661    | 36,608    |



## Deductions from earnings.

|                            |        |        |        |        |        |
|----------------------------|--------|--------|--------|--------|--------|
| Interest.....              | 4,500  | 4,512  | 4,500  | 4,500  | 4,613  |
| Taxes.....                 | 2,424  | 4,941  | 5,142  | 6,073  | 6,337  |
| Special charges.....       | 6,200  | 7,264  | 1,200  | 1,940  | 1,500  |
| Other deductions.....      | 1,981  | 1,681  | 1,878  | 1,500  | 1,700  |
| Net income.....            | 13,757 | 11,751 | 19,822 | 27,646 | 22,458 |
| Dividends paid.....        | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| To surplus account.....    | 1,757  | *248   | 7,822  | 15,646 | 10,458 |
| Total surplus account..... | 19,108 | 19,924 | 20,000 | 20,000 | 20,000 |

## OPERATING EXPENSES.

|                              |          |          |          |          |          |
|------------------------------|----------|----------|----------|----------|----------|
| Year ending Sept. 30,        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....        | \$ 9,098 | \$ 9,328 | \$10,348 | \$10,907 | \$12,106 |
| Transportation expenses..... | 52,341   | 51,565   | 50,884   | 58,012   | 71,915   |
| Main. of way and buildings.. | 2,797    | 4,452    | 6,028    | 3,662    | 5,854    |
| " " equipment..              | 3,843    | 2,584    | 4,835    | 5,303    | 6,509    |
| Total.....                   | \$68,052 | \$67,929 | \$72,095 | \$77,884 | \$96,383 |

## STATISTICS OF TRAFFIC.

|                            |         |         |         |           |           |
|----------------------------|---------|---------|---------|-----------|-----------|
| Year ending Sept. 30,      | 1898.   | 1899.   | 1900.   | 1901.     | 1902.     |
| Revenue pass. carried...   | 551,674 | 559,004 | 588,239 | 2,446,528 | 2,623,831 |
| Car miles run.....         | 337,232 | 309,078 | 301,752 | 326,514   | 361,388   |
| Total recpts. per car mile | \$ .287 | \$ .317 | \$ .346 | \$ .366   | \$ .368   |
| Op. ex. per car mile.....  | .201    | .220    | .239    | .239      | .267      |

## BALANCE SHEET.—Dated Sept. 30,

|                          |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....        | \$167,905 | \$167,905 | \$149,345 | \$143,653 | \$154,632 |
| " equipment.....         | 68,027    | 64,865    | 94,241    | 94,894    | 107,387   |
| Other perm. property...  | 11,560    | 11,460    | 11,460    | 11,916    | 11,916    |
| Cash and current assets. | 23,161    | 34,875    | 18,480    | 21,001    | 3,762     |
| Total.....               | \$270,653 | \$279,105 | \$273,526 | \$271,464 | \$277,697 |

## LIABILITIES.

|                            |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 |
| Funded debt.....           | 90,000    | 90,000    | 90,000    | 90,000    | 90,000    |
| Current liabilities.....   | 1,745     | 2,117     | 6,326     | 378       | 4,859     |
| Accounts payable.....      |           |           |           | 2,386     | 2,639     |
| Special funds.....         | 9,800     | 17,064    | 7,200     | 8,700     | 10,200    |
| Profit and loss (surplus). | 19,108    | 19,924    | 20,000    | 20,000    | 20,000    |
| Total.....                 | \$270,653 | \$279,105 | \$273,526 | \$271,464 | \$277,697 |

PLANT AND EQUIPMENT.—Miles of track (electric), 19.97; owned, 9.84, leased, 10.13; gauge, 4 ft. 8½ in.; 70 lb. T rail; 23 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson and Jones cars.

OFFICERS.—Pres. Henry H. Crapo, New Bedford; V. Pres. Thos. B. Tripp, Sec. R. S. Goff, Fall River; Treas. Elton S. Wilde, New Bedford; Supt. E. E. Potter.

DIRECTORS.—Thos. B. Tripp, B. D. Davol, O. Prescott, Jr., E. S. Brown, R. S. Goff, Chas. E. Cook, W. L. Winsor, H. H. Crapo, A. L. Sylvia.

GENERAL OFFICE, 7 Purchase St., New Bedford, Mass.

Date of information, Mar., 1903.

## NEWBURYPORT.

Population, in 1880, 13,538; in 1890, 13,914; in 1900, 14,478.

Citizens' Electric Street Railway Co.—This company purchased the property and franchises of the Newburyport & Amesbury Horse Ry. Co., chartered May 23, 1871, at receivers' sale on May 4, 1899, and in Oct., 1900 the Plum Island Electric Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, \$240,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued \$210,000; due Dec. 1, 1920.

|                                             |          |          |                          |                             |                             |
|---------------------------------------------|----------|----------|--------------------------|-----------------------------|-----------------------------|
| OPERATION.—Year ending Sept. 30,            | 1898.    | 1899.    | May 4 to Sept. 30, 1900. | Year ending Sept. 30, 1901. | Year ending Sept. 30, 1902. |
| Receipts from passengers....                | \$56,983 | \$27,704 | \$76,212                 | \$94,228                    | \$91,271                    |
| " other sources.....                        | 2,909    | 406      | 636                      | 1,468                       | 1,119                       |
| " total.....                                | 59,892   | 28,110   | 76,848                   | 95,696                      | 92,390                      |
| Operating expenses.....                     | 54,929   | 12,688   | 42,797                   | 51,693                      | 54,831                      |
| Earnings from operation....                 | 4,963    | 15,422   | 34,051                   | 44,003                      | 37,559                      |
| Deductions from earnings.                   |          |          |                          |                             |                             |
| Int. on bonds.....                          | 9,150    |          |                          | 8,750                       | 10,500                      |
| " floating debt....                         | 6,537    | 1,690    | 7,232                    | 2,137                       | 1,170                       |
| Taxes.....                                  | 793      | 953      | 3,453                    | 4,749                       | 4,916                       |
| Rentals.....                                |          |          |                          | 6,997                       |                             |
| Other deductions.....                       |          |          | 34                       |                             | 763                         |
| Net income.....                             | *11,517  | 12,779   | 23,332                   | 21,370                      | 20,210                      |
| Total surplus account.....                  | *15,430  | 12,779   | 36,111                   | 35,594                      | 37,436                      |
| Per cent oper'g exp. to total receipts..... | 91.7     | 45.1     | 55.8                     | 54.0                        | 59.3                        |

\* Deficit.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept. 30, 1902.            |          |
| General expenses.....                  | \$ 7,829 |
| Transportation ".....                  | 38,009   |
| Maintenance of way and structures..... | 4,783    |
| " " equipment.....                     | 4,211    |
| Total.....                             | \$54,831 |

## STATISTICS OF TRAFFIC..

|                                  |           |         |                          |                             |                             |
|----------------------------------|-----------|---------|--------------------------|-----------------------------|-----------------------------|
| Year ending Sept. 30,            | 1898.     | 1899.   | May 4 to Sept. 30, 1900. | Year ending Sept. 30, 1901. | Year ending Sept. 30, 1902. |
| Pass. carried.....               | 1,139,652 | 583,282 | 1,505,292                | 1,799,982                   | 1,927,661                   |
| Car miles run.....               | 326,056   | 113,630 | 342,789                  | 395,898                     | 399,285                     |
| Total receipts per car mile..... | \$ .187   | \$ .247 | \$ .224                  | \$ .242                     | \$ .231                     |
| Oper. exps. p. c. m.....         | .171      | .112    | .125                     | .131                        | .138                        |

## BALANCE SHEET.—Dated Sept. 30,

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....         | \$332,372 |           | \$266,558 | \$322,209 | \$322,583 |
| " equipment.....          | 171,400   | 255,143   | 57,390    | 87,101    | 90,714    |
| Land and buildings....    | 44,744    |           | 85,150    | 94,460    | 94,460    |
| Cash and current assets   | 12,536    | 51,073    | 23,083    | 12,301    | 15,110    |
| Other assets.....         | 8,808     |           | 2,009     | 3,026     | 4,376     |
| Profit and loss (deficit) | 15,430    |           |           |           |           |
| Total.....                | \$585,290 | \$306,216 | \$434,190 | \$519,097 | \$527,244 |

## LIABILITIES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....        | \$ 80,000 | \$190,000 | \$190,000 | \$240,000 | \$240,000 |
| Funded debt.....          | 358,000   |           | 210,000   | 210,000   | 210,000   |
| Current liabilities.....  | 147,290   | 103,437   | 206,380   | 28,805    | 35,224    |
| Accrued liabilities.....  |           |           | 1,699     | 4,698     | 4,584     |
| Profit and loss (surplus) |           | 12,779    | 36,111    | 35,594    | 37,436    |
| Total.....                | \$585,290 | \$306,216 | \$434,190 | \$519,097 | \$527,244 |

† After reorganization.

PLANT AND EQUIPMENT.—Miles of track (electric), 23.6; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T and 90 lb. girder rail; 43 motor cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. Wm. M. Butler, V. Pres. Jas. F. Shaw, Sec. & Treas. G. A. Butman, Act'g Supt. E. P. Shaw, Jr.

DIRECTORS.—Wm. M. Butler, E. P. Shaw, A. B. Bruce, E. R. McPherson, H. F. Eldridge, Edw. P. Shaw, Edw. P. Shaw, Jr., Chas. C. Peirce, Robt. Redford.

GENERAL OFFICE, 32 Market Sq., Newburyport, Mass.

Date of information, Mar., 1903.

## NEWTON.

Population in 1880, 16,995, in 1890, 24,370, in 1900, 33,587.

Boston Suburban Electric Companies.—This is a voluntary association which holds the entire capital stock of the following companies: The Commonwealth Avenue St. Ry. Co., the Newton St. Ry. Co., the Newton & Boston St. Ry. Co., the Wellesley & Boston St. Ry. Co., the Lexington & Boston St. Ry. Co., the Norumbega Park Co., and the Waltham Gas Light Co.

Capital Stock.—Shares issued, common 29,992, preferred, 29,970. The shares have no par value. The preferred shares are cumulative and entitled to \$4. per year, payable quarterly, Jan., Apr., July and Oct. In event of liquidation the preferred shares receive \$100 per share and accrued dividends, the balance to be divided among the common shares.

Officers.—Pres. Adams D. Claffin, V. Pres. Wm. F. Hammett, Sec. Jerome C. Smith, Treas. F. H. Lewis.

General Office, 797 Washington St., Newtonville, Mass.

Date of information, Mar., 1903.

Commonwealth Avenue Street Railway Co.—Chartered, 1895. Municipal franchise granted June, 1895. Annual meeting in Oct. This company runs through cars to Boston Subway. This property has recently been acquired by the Boston Suburban Electric Companies.

Capital Stock, authorized and issued, \$292,000.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, \$75,000; dated Feb. 1, 1896, due 1916; denom. \$500; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

|                             |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|
| Receipts from passeng. .... | 1899.    | 1900.    | 1901.    | 1902.    |
| " other sources.....        | \$68,717 | \$76,336 | \$80,478 | \$76,917 |
| " total.....                | 3,949    | 3,182    | 4,532    | 4,398    |
| Operating expenses.....     | 72,666   | 79,518   | 85,010   | 81,315   |
| Earnings from operat....    | 50,156   | 54,132   | 57,099   | 63,804   |
|                             | 22,510   | 25,386   | 27,911   | 17,511   |

Please note date of information at end of each report.

## Deduc. from earnings.

|                     |       |       |       |       |
|---------------------|-------|-------|-------|-------|
| Interest.....       | 3,750 | 4,047 | 3,884 | 6,427 |
| Taxes.....          | 4,504 | 4,757 | 6,375 | 6,285 |
| Other deductions... |       | 250   |       |       |

|                     |        |        |        |        |
|---------------------|--------|--------|--------|--------|
| Net income.....     | 14,256 | 16,332 | 17,651 | 4,800  |
| Dividends paid..... | 12,900 | 15,612 | 17,496 | 13,140 |

|                         |       |       |       |        |
|-------------------------|-------|-------|-------|--------|
| To surplus account..... | 1,356 | 720   | 155   | *8,340 |
| Total surplus.....      | 3,453 | 4,173 | 4,328 | *4,114 |

\*Deficit.

## OPERATING EXPENSES.

|                                       |  |  |          |          |
|---------------------------------------|--|--|----------|----------|
| Year ending Sept. 30,                 |  |  | 1901.    | 1902.    |
| General expenses.....                 |  |  | \$10,713 | \$ 8,295 |
| Transportation expenses.....          |  |  | 36,665   | 39,499   |
| Maintenance of way and buildings..... |  |  | 4,774    | 9,850    |
| Maintenance of equipment.....         |  |  | 4,946    | 6,159    |

|            |  |  |          |          |
|------------|--|--|----------|----------|
| Total..... |  |  | \$57,099 | \$63,804 |
|------------|--|--|----------|----------|

## STATISTICS OF TRAFFIC.

|                             |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| Year ending Sept. 30,       | 1899.     | 1900.     | 1901.     | 1902.     |
| Passengers carried.....     | 1,432,884 | 1,667,591 | 1,780,716 | 1,726,357 |
| Car miles run.....          | 377,670   | 426,560   | 436,952   | 423,085   |
| Total receipts per car mile | \$ .192   | \$ .186   | \$ .194   | \$ .192   |
| Oper'g exp. per car mile.   | .132      | .127      | .130      | .151      |

## Balance Sheet.—Dated Sept. 30,

|                              |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
| ASSETS.                      | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....            | \$185,675 | \$185,675 | \$186,192 | \$196,187 |
| Cost of equipment.....       | 90,356    | 84,255    | 102,690   | 109,257   |
| Other permanent investments. | 83,330    | 84,532    | 88,945    | 104,015   |
| Cash and current assets..... | 13,321    | 13,076    | 7,052     | 16,891    |
| Materials and supplies.....  | 3,453     | 3,818     | 4,587     | 7,303     |
| Other assets.....            |           | 731       | 626       |           |
| Profit and loss deficit..... |           |           |           | 4,114     |

|            |           |           |           |           |
|------------|-----------|-----------|-----------|-----------|
| Total..... | \$376,135 | \$372,087 | \$390,091 | \$437,768 |
|------------|-----------|-----------|-----------|-----------|

## LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$258,000 | \$260,200 | \$292,000 | \$292,000 |
| Paid in on stock.....          |           | 21,000    |           |           |
| Real estate mortgage.....      |           |           |           | 2,500     |
| Funded debt.....               | 75,000    | 75,000    | 75,000    | 75,000    |
| Current liabilities.....       | 35,565    | 6,253     | 11,763    | 65,202    |
| Accrued ".....                 | 5,117     | 5,461     | 7,000     | 3,065     |
| Profit and loss (surplus)..... | 3,453     | 4,173     | 4,328     |           |

|            |           |           |           |           |
|------------|-----------|-----------|-----------|-----------|
| Total..... | \$376,135 | \$372,087 | \$390,091 | \$437,768 |
|------------|-----------|-----------|-----------|-----------|

**Plant and Equipment.**—Miles of track (electric), 13.9; gauge, 4 ft. 8½ in.; 70 lb., 90 lb. and 106 lb. rail; 34 motor cars; West. motors, Jones cars, Taylor and Dupont trucks; power rented.

**Officers.**—Pres. and Gen. Man. A. D. Clafin, Sec. Russell A. Sears, Treas. Frederic H. Lewis, Supt. N. C. Smith, Auburndale.

**Directors.**—A. D. Clafin, W. F. Hammett, Sydney Harwood, Frank W. Remick, James L. Richards, Alden E. Viles, Frederic H. Lewis.

General Office, Newtonville, Mass.

Date of information, Mar., 1903.

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**Newton Street Railway Co.**—Chartered June, 1886. This company operates on the north side of the Boston & Albany R. R. tracks in Newton and serves the villages of Newton, Newtonville and West Newton (all in Newton City), the city of Waltham and the township of Watertown, running through cars from Waltham to the subway in Boston. The property has recently been acquired by the Boston Suburban Electric Companies.

CAPITAL STOCK, authorized and issued, \$315,000.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized and issued, \$250,000; dated July 1, 1892, due 1912; denom. \$500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

## OPERATION.—Year ending Sept. 30,

|                               |          |           |           |           |           |
|-------------------------------|----------|-----------|-----------|-----------|-----------|
|                               | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from pass.....       | \$91,465 | \$100,653 | \$115,188 | \$124,595 | \$124,523 |
| " other sources..             | 4,355    | 4,964     | 5,150     | 5,155     | 9,777     |
| " total.....                  | 95,820   | 105,617   | 120,338   | 129,750   | 134,300   |
| Operating expenses.....       | 64,389   | 72,654    | 85,744    | 88,863    | 95,205    |
| Earnings fr'm operation..     | 31,431   | 32,963    | 34,594    | 40,887    | 39,095    |
| Deduct. from earnings.        |          |           |           |           |           |
| Interest.....                 | 6,750    | 6,750     | 6,750     | 6,750     | 10,200    |
| Int. on float'g debt..        | 4,409    | 6,018     | 7,258     | 7,761     | 847       |
| Taxes.....                    | 3,180    | 3,391     | 5,420     | 6,602     | 6,837     |
| Net income.....               | 17,092   | 16,804    | 15,166    | 19,774    | 21,211    |
| Dividends paid.....           | 16,800   | 16,800    | 16,800    | 16,800    | 18,900    |
| To surplus account.....       | 292      | 4         | *1,634    | 2,974     | 2,311     |
| Premium on bonds.....         |          |           |           | 11,000    | 8,796     |
| Total surplus account....     | 21,154   | 21,158    | 19,524    | 33,498    | 44,605    |
| P. c. op. exp. to tot. rec... | 67.2     | 68.7      | 71.2      | 68.5      |           |
| P. c. Dividends paid....      |          |           |           |           | 6         |

\*Deficit.

## OPERATING EXPENSES.

|                            |          |          |          |          |
|----------------------------|----------|----------|----------|----------|
| Year ending Sept. 30,      | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....      | \$ 9,856 | \$10,554 | \$13,441 | \$15,061 |
| Transportation expenses... | 48,569   | 51,247   | 59,401   | 65,594   |
| Maint. of way and bldgs... | 7,350    | 5,717    | 6,411    | 7,429    |
| " " equipment              | 6,879    | 18,226   | 9,610    | 7,121    |
| Total.....                 | \$72,654 | \$85,744 | \$88,863 | \$95,205 |

## STATISTICS OF TRAFFIC.

|                             |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| Year ending Sept. 30,       | 1899.     | 1900.     | 1901.     | 1902.     |
| Passengers carried.....     | 2,095,701 | 2,460,853 | 2,691,172 | 2,849,316 |
| Car miles run.....          | 478,169   | 529,714   | 579,485   | 564,475   |
| Total receipts per car mile | \$ .200   | \$ .227   | \$ .223   | \$ .237   |
| Oper. expenses per c. m. .  | .135      | .161      | .153      | .169      |

DIVIDENDS.—In 1892, 7 p. c.; in 1893 to 1901 8 p. c.; 1902, 6 p. c.

## BALANCE SHEET.—Dated Sept. 30,

|                          |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....        | \$317,279 | \$338,809 | \$340,616 | \$402,938 | \$430,921 |
| Cost of equipment.....   | 94,017    | 101,972   | 101,972   | 112,068   | 129,716   |
| Other perm. invest.....  | 31,510    | 37,510    | 55,849    | 86,487    | 150,047   |
| Cash and current assets. | 178       | 2,817     | 476       | 5         | 14,967    |
| Other assets.....        | 7,000     |           |           |           | 17,655    |
| Total.....               | \$449,984 | \$481,108 | \$498,913 | \$601,498 | \$743,307 |

## LIABILITIES.

|                                     |           |           |           |           |           |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....                  | \$210,000 | \$210,000 | \$210,000 | \$315,000 | \$315,000 |
| Paid in on shares to be issued..... |           | 99,950    | 140,390   |           |           |
| Funded debt.....                    | 135,000   | 135,000   | 135,000   | 135,000   | 250,000   |
| Real estate mortgages..             |           |           |           |           | 5,000     |
| Floating debt.....                  | 73,750    |           |           |           |           |
| Current liabilities.....            | 10,080    | 15,000    | 30,000    | 118,000   | 128,702   |
| Profit and loss (surplus)           | 21,154    | 21,158    | 19,523    | 33,498    | 44,605    |

|            |           |           |           |           |           |
|------------|-----------|-----------|-----------|-----------|-----------|
| Total..... | \$449,984 | \$481,108 | \$498,913 | \$601,498 | \$743,307 |
|------------|-----------|-----------|-----------|-----------|-----------|

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19.4; gauge, 4 ft. 8½ in.; 56 lb. T and 93 lb. girder rail; 46 motor cars; 4 snow plows; Gen. Elec. dynamos and motors, Jones, Newburyport and Laconia cars; rent power.

**OFFICERS.**—Pres. Adams D. Clafin, V. Pres. Alden E. Viles, Sec. Russell A. Sears, Treas. Frederic H. Lewis, Supt. Newell C. Smith, Auburndale Mass.

**DIRECTORS.**—Adams D. Clafin, Newton Center, Mass.; Jas. L. Richards, Newtonville, Mass.; Alden E. Viles, Boston, Mass.; Wm. F. Hammett, S. Harwood, Newton, Mass.; Frederic H. Lewis, Swampscott, Mass.; Frank W. Remick, West Newton Mass.;

GENERAL OFFICE and Treasurer's office, Newtonville, Mass.

Date of information, Mar., 1903.

z

**Newton & Boston Street Railway Co.**—Chartered 1892. This company leases and operates the Newtonville & Watertown Ry. under a 25 year contract, dated 1900, and operates in Newtonville, Newton Highlands, Newton Centre, Newton Upper Falls, Highlandville, Needham, Watertown. The company supplies power for the Newton St. Ry., Wellesley & Boston St. Ry., Commonwealth Ave. St. Ry., Natick & Needham Ry. Co. and the Natick & Cohituate St. Ry. The property has recently been acquired by the Boston Suburban Electric Companies.

CAPITAL STOCK, authorized, \$250,000, issued, \$200,000; (see note) par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$200,000; coupon, but may be registered; dated July 1, 1892, due 1912; denom. \$500; int. payable Jan. and July, at office of American Loan & Trust Co. of Boston, trustee of mortgage.

## OPERATION.—Year ending Sept. 30,

|                           |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from pass.....   | \$54,322 | \$71,587 | \$79,375 | \$63,520 | \$69,336 |
| " other sources..         | 23,987   | 2,077    | 1,292    | 1,392    | 1,457    |
| " total.....              | 78,309   | 73,664   | 80,667   | 64,912   | 70,793   |
| Operating expenses.....   | 59,509   | 60,289   | 69,999   | 192,589  | 78,717   |
| Earnings from operation.  | 18,800   | 13,375   | 10,668   | *27,677  | *7,924   |
| Deductions from earnings. |          |          |          |          |          |
| Interest on bonds....     | 6,250    | 6,250    | 6,250    | 8,125    | 10,000   |
| " " float. debt           | 2,502    | 4,124    | 4,693    | 6,863    | 5,823    |
| Taxes.....                | 1,510    | 2,110    | 3,708    | 3,695    | 3,727    |
| Net income.....           | 8,538    | 891      | *3,983   | *46,360  | *27,474  |
| Dividends paid.....       | 9,062    | 7,500    |          |          |          |
| To surplus account.....   | *524     | *6,609   | *4,618   | *46,360  | *78,396  |
| Total surplus account.... | 5,973    | *636     |          | *50,922  |          |

\*Deficit.

†Also includes extraordinary repairs and expenses in the power houses on the line, which, to a large extent, could properly have been charged to construction.

‡Includes operation of the Newtonville &amp; Watertown Street Ry.

Please note date of information at end of each report.

| OPERATING EXPENSES.          |          |          |          |          |
|------------------------------|----------|----------|----------|----------|
| Year ending Sept. 30,        | 1898.    | 1899.    | 1900.    | 1902.    |
| General expenses.....        | \$ 7,349 | \$ 9,354 | \$ 8,242 | \$ 7,580 |
| Maint. of way and bldgs..... | 5,382    | 5,431    | 1,768    | 13,447   |
| " " equipment.....           | 5,824    | 3,760    | 5,372    | 6,929    |
| Transportation expenses..... | 40,954   | 41,744   | 54,617   | 50,762   |
| Total.....                   | \$59,509 | \$60,289 | \$69,999 | \$78,717 |

| STATISTICS OF TRAFFIC.       |           |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Year end'g Sept. 30, 1898.   | 1899.     | 1900.     | 1901.     | 1902.     |           |
| Passengers carried . . . . . | 1,098,486 | 1,699,586 | 1,855,290 | 1,638,882 | 1,721,650 |
| Car miles run . . . . .      | 456,530   | 499,941   | 594,676   | 413,415   | 492,505   |
| Total rec. per car mile. \$  | .171      | .143      | .151      | .157      | .144      |
| Oper. exps. " " . . . . .    | .130      | .121      | .131      | .224      | .160      |

| BALANCE SHEET.—Dated Sept. 30, |           |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |           |           |
|                                | 1898.     | 1899.     | 1900.     | 1901.     | 1901.     |
| Cost of road.....              | \$179,892 | \$187,716 | \$189,339 | \$190,925 | \$198,503 |
| “ equipment.....               | 77,095    | 96,667    | 108,695   | 112,571   | 114,769   |
| Other permanent invest.        | 121,903   | 124,981   | 153,153   | 162,380   | 163,661   |
| Cash and current assets        | 7,583     | 13,000    | 7,594     | 255       | 12,273    |
| Bills & accts. receivable.     |           |           |           | 447       |           |
| Material and supplies..        |           |           |           |           | 13,550    |
| Profit and loss (deficit)..    |           | 636       | 4,618     | 50,922    | 78,396    |

Total.....\$386,473 \$423,000 \$463,399 \$517,500 \$581,153

| LIABILITIES.               |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Funded debt.....           | 125,000   | 125,000   | 125,000   | 200,000   | 200,000   |
| Floating debt.....         | 35,500    | 78,000    | 138,399   | 117,500   | 179,331   |
| Real estate mortgage...    | 20,000    | 20,000    |           |           |           |
| Other liabilities.....     |           |           |           |           | 1,822     |
| Profit and loss (surplus). | 5,973     |           |           |           |           |

Total.....\$386,473 \$423,000 \$463,399 \$517,500 \$581,153

**PLANT AND EQUIPMENT.**—Miles of track owned, 9.78, leased, 7.17, (electric), 16.95; gauge, 4 ft. 8½ in.; 56 lb. and 93 lb. T and girder rail; 31 motor cars; 2 sand cars; 3 snow plows; 1,000 H. P. station plant; West. engines, Babcock & Wilcox boilers, Gen. Elec. and West. dynamos, Gen. Elec. and West. motors, Jackson & Sharp, Wason and Trimble cars, Bemis trucks.

**OFFICERS.**—Pres. & Gen. Man. A. D. Claffin, V. Pres. Wm. F. Hammett, Sec. R. A. Sears, Treas. & Pur. Agt. Frederic H. Lewis. Supt. Newell C. Smith.

**DIRECTORS.**—Adams D. Claffin, Frederic H. Lewis, Alden E. Viles, Sydney Harwood, Frank W. Remick, Wm. F. Hammett, J. L. Richards, GENERAL OFFICE, Newtonville, Mass.

Date of information, Mar., 1903.

**Newtonville & Watertown Street Railway Co.**—This road is leased to, and operated by, the Newton & Boston Street Ry. Co. and the Boston Elevated Ry. Co., under a 20 year contract dated 1900.

**CAPITAL STOCK**, authorized and issued, \$50,000; par value, \$100 per share.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 56 lb. T rail; Gen. Elec. dynamos and motors, Jackson & Sharp cars; rent power.

**OFFICERS.**—Pres. & Gen. Man. Jas. L. Richards, 276 State St., Boston; Sec. & Treas. Joseph Remick, 115 Devonshire St., Boston.

**DIRECTORS.**—J. L. Richards, H. B. Parker, Wm. Endicott, Jr., R. Elmer Townsend, Joseph Remick, Wm. H. Allen.

**GENERAL OFFICE**, 115 Devonshire St., Boston.

Date of information, Mar., 1903.

**Wellesley & Boston Street Railway Co.**—This company commenced operation on Aug. 4, 1895. The property has recently been acquired by the Boston Suburban Electric Companies.

**CAPITAL STOCK**, authorized and issued, \$115,000; par value, \$100 per share.

| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers....     | \$37,610 | \$51,178 | \$57,073 | \$59,157 | \$58,317 |
| “ other sources.....             | 1,764    | 1,846    | 2,012    | 1,652    | 4,508    |
| “ total .....                    | 39,374   | 53,024   | 59,085   | 60,809   | 62,825   |
| Operating expenses.....          | 26,354   | 36,345   | 43,901   | 47,374   | 49,624   |

|                              |        |        |        |        |        |
|------------------------------|--------|--------|--------|--------|--------|
| Earnings from operation..... | 13,020 | 16,679 | 15,184 | 13,435 | 13,201 |
| Deductions from earnings...  |        |        |        |        |        |
| Interest.....                | 363    | 47     | 75     | 132    | 524    |
| Taxes.....                   | 624    | 1,589  | 3,253  | 3,925  | 3,974  |

|                     |        |        |        |       |       |
|---------------------|--------|--------|--------|-------|-------|
| Net income.....     | 12,033 | 15,044 | 11,856 | 9,378 | 8,702 |
| Dividends paid..... | 8,000  | 8,900  | 9,200  | 9,200 | 9,200 |

|                            |       |       |       |       |       |
|----------------------------|-------|-------|-------|-------|-------|
| To surplus account.....    | 4,033 | 6,144 | 2,656 | 178   | *498  |
| Total surplus account..... | 6,023 | 7,168 | 7,324 | 7,502 | 7,004 |
| *Deficit                   |       |       |       |       |       |

| OPERATING EXPENSES.             |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
| Year ending Sept. 30,           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....           | \$ 4,519 | \$ 7,216 | \$12,285 | \$15,034 | \$ 8,308 |
| Maint of way and buildings..... | 2,233    | 1,592    | 1,763    | 1,657    | 5,034    |
| “ “ equipment..                 | 1,139    | 2,824    | 3,421    | 5,557    | 4,257    |
| Transportation expenses. . .    | 18,463   | 24,713   | 26,432   | 25,125   | 32,025   |
| Total.....                      | \$26,354 | \$36,345 | \$43,901 | \$47,374 | \$40,624 |

| STATISTICS OF TRAFFIC.            |           |           |           |           |
|-----------------------------------|-----------|-----------|-----------|-----------|
| Year end'g Sept. 30, 1898.        | 1899.     | 1900.     | 1901.     | 1902.     |
| Passengers carried... 709,887     | 1,135,613 | 1,309,018 | 1,391,613 | 1,387,072 |
| Car miles run..... 220,980        | 251,813   | 260,819   | 245,452   | 271,826   |
| Total rcpts. per car mile. \$.178 | \$.210    | \$.226    | \$.247    | \$.231    |
| Op. ex. per car mile..... .119    | .144      | .168      | .193      | .183      |

| BALANCE SHEET.—Dated Sept. 30, |           |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |           |           |
|                                | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....              | \$ 84,770 | \$ 86,898 | \$ 86,898 | \$ 89,869 | \$ 98,746 |
| “ equipment.....               | 25,368    | 32,943    | 34,001    | 33,904    | 34,174    |
| Other permanent invest.        | 5,240     | 5,240     | 5,240     | 5,240     | 5,240     |
| Cash and current assets.       | 7,146     | 2,086     | 3,685     | 989       | 8,937     |

Total.....\$122,524 \$127,167 \$129,824 \$130,002 \$147,098

| LIABILITIES.                   |           |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$115,000 | \$115,000 | \$115,000 | \$115,000 |
| Unfunded debt.....             | 16,500    | 5,000     | 7,500     | 7,500     | 7,500     |
| Current liabilities.....       |           |           |           |           | 17,594    |
| Profit and loss (surplus)..... | 6,024     | 7,167     | 7,324     | 7,502     | 7,004     |

Total.....\$122,524 \$127,167 \$129,824 \$130,002 \$147,098

**PLANT AND EQUIPMENT.**—Miles of track, (electric), 8.63; 14 motor cars; Wason cars; Gen. Elec. and West. motors; rent power.

**OFFICERS.**—Pres. Adams D. Claffin, Newtonville, Mass.; V. Pres. Jas. L. Richards, Sec. R. A. Sears, Treas. Frederic H. Lewis. Supt. Newell C. Smith, Auburndale, Mass.

**DIRECTORS.**—W. F. Hammett, A. D. Claffin, Sydney Harwood, F. H. Lewis, F. W. Remick, Jas. L. Richards, Alden E. Viles.

**GENERAL OFFICE**, Newtonville, Mass.

Date of information, Mar., 1903.

## NORFOLK.

Population in 1900, 1,200.

**Norfolk & Bristol Street Railway Co.**—This Company is the successor to the Norfolk & Southern St. Ry. Co.

**CAPITAL STOCK**, authorized and issued, \$200,000.

**FUNDED DEBT**, none.

**OPERATION.**—10½ mos. ending Sept. 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$38,067 |
| " " other sources.....        | 1,369    |
| " " total.....                | 39,436   |
| Operating expenses.....       | 33,974   |

|                              |       |
|------------------------------|-------|
| Earnings from operation..... | 5,462 |
| Deductions from earnings     |       |
| Interest.....                | 7,120 |
| Taxes.....                   | 2,005 |

|                    |        |
|--------------------|--------|
| Net income.....    | *3,665 |
| Total surplus..... | 3,761  |
| *Deficit           |        |

## OPERATING EXPENSES.

10½ mos. ending Sept. 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,438 |
| Transportation expenses.....           | 26,427   |
| Maintenance of way and structures..... | 2,191    |
| Maintenance of equipment.....          | 2,919    |

Total.....\$33,975

## STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 803,412 |
| Car miles run.....                   | 321,123 |
| Total receipts per car mile.....     | \$ .123 |
| Operating expenses per car mile..... | .106    |

| BALANCE SHEET.—Dated Sept 30, 1902. |              |
|-------------------------------------|--------------|
| Assets.                             | Liabilities. |
| Cost of road.....                   | \$261,007    |
| Cost of equipment.....              | 44,628       |
| Other permanent invest.....         | 82,101       |
| Cash and current assets.....        | 4,241        |
| Material and supplies.....          | 5,992        |
| Profit and loss deficit.....        | 3,761        |

Total.....\$401,730 Total.....\$401,730

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric) 21.05; 23 motor cars.

OFFICERS.—Pres. Edmund D. Codman, Treas. Henry F. Smith, Gen. Man. Stone & Webster, Supt. A. H. Walcott.

DIRECTORS.—Edmund D. Codman, Henry F. Smith, M. P. Clough N. I. Adams, F. A. Newell.

GENERAL OFFICE, 93 Federal St., Boston, Mass.

Date of information, Dec., 1902.

b

### NORTH ADAMS.

Population in 1880, 10,191, in 1890, 16,073, in 1900, \$24,200.

Hoosac Valley Street Railway Co.—Chartered Apr. 7, 1886.

CAPITAL STOCK, authorized \$400,000, issued, \$200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated July 1, 1897, due 1917; denom. \$1,000; int. payable Jan. and July, at office of New England Trust Co. of Boston, trustee of mortgage.

#### OPERATION.—Year ending Sept. 30.

|                            | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|----------------------------|----------|----------|----------|----------|-----------|
| Rec'ts from pass.....      | \$75,215 | \$79,502 | \$92,258 | \$95,301 | \$108,955 |
| " other sources....        | 4,027    | 3,272    | 6,253    | 5,501    | 7,156     |
| " total.....               | 79,242   | 83,764   | 98,511   | 100,803  | 116,111   |
| Operating expenses....     | 54,697   | 55,896   | 64,104   | 72,639   | 83,010    |
| Earnings from operation    | 24,545   | 27,868   | 34,407   | 28,174   | 33,101    |
| Deductions from earn'gs.   |          |          |          |          |           |
| Int. on bonds.....         | 5,000    | 5,000    | 5,000    | 5,000    | 5,000     |
| " floating debt....        | 1,882    | 1,076    | 1,650    | 2,594    | 8,269     |
| Taxes .....                | 928      | 1,234    | 3,647    | 4,257    | 4,474     |
| Other deductions.....      | 3,533    | 3,348    | 5,818    | 6,840    | 4,902     |
| Net income.....            | 13,202   | 17,210   | 18,292   | 9,482    | 10,456    |
| Dividends paid, 6 p. c.... | 6,000    | 6,000    | 6,000    | 6,000    | 12,000    |
| Surplus.....               | 7,202    | 11,210   | 12,292   | 3,482    | *1,544    |
| Total surplus account....  | 21,810   | 23,620   | 25,412   | 28,895   | 33,442    |
| *Deficit                   |          |          |          |          |           |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1898. | 1899.    | 1900.    | 1901.    | 1902.    |          |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$ 7,866 | \$ 9,614 | \$ 8,360 | \$11,149 | \$ 9,020 |
| Transportation exp.....     | 29,015   | 29,243   | 37,109   | 41,735   | 49,575   |
| Main. of way and bld'gs.    | 13,266   | 12,301   | 11,382   | 12,399   | 16,255   |
| “ “ equipment.....          | 4,550    | 4,738    | 7,253    | 7,356    | 8,160    |
| Total.....                  | \$54,697 | \$55,896 | \$64,104 | \$72,639 | \$83,010 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1898. | 1899.     | 1900.     | 1901.     | 1902.     |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried . . .    | 1,536,505 | 1,620,530 | 1,867,982 | 1,928,185 | 2,204,066 |
| Car miles run . . . . .     | 349,752   | 419,796   | 490,450   | 512,852   | 586,771   |
| Total rec'pts per c. m.     | \$.219    | \$.199    | \$.201    | \$.197    | \$.198    |
| Oper. exp. per c. m..       | .156      | .133      | .131      | .142      | .141      |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....        | \$175,568 | \$179,849 | \$179,663 | \$213,192 | \$329,171 |
| " equipment....          | 43,030    | 37,973    | 37,356    | 39,227    | 70,611    |
| Other perm. invests...   | 35,776    | 37,031    | 39,627    | 45,112    | 82,256    |
| Cash and cur. assets..   | 1,767     | 4,458     | 3,457     | 11,054    | 7,283     |
| Total.....               | \$256,141 | \$259,311 | \$260,103 | \$308,586 | \$489,321 |
| LIABILITIES.             |           |           |           |           |           |
| Capital stock.....       | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$200,000 |
| Funded debt.....         | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Floating debt.....       | 34,331    | 35,691    | 34,691    | 79,691    | 155,879   |
| Profit and loss (sur.).. | 21,810    | 23,620    | 25,412    | 28,895    | 33,442    |
| Total.....               | \$256,141 | \$259,311 | \$260,103 | \$308,586 | \$489,321 |

PLANT AND EQUIPMENT.—Miles of track (electric), 18.7; gauge, 4 ft. 8½ in.; 56 lb. T and 9 in. girder rail; 29 motor cars; Slater engines, Gen. Elec. dynamos and motors, Jones and Jackson & Sharp cars.

OFFICERS.—Pres. Frank S. Richardson, V. Pres. Arthur H. Rice, Sec. S. P. Thayer, Treas. E. D. Whitaker, Gen. Man. Peter C. and Patrick H. Dolan, Supt. W. T. Nary.

DIRECTORS.—Frank S. Richardson, Arthur H. Rice, E. D. Whitaker, S. P. Thayer, Wm. B. Plunkett, Wm. L. Adam, Patrick H. Dolan.

GENERAL OFFICE, North Adams, Mass.

Date of information, Dec., 1902.

b

### NORTHAMPTON.

Population in 1880, 12,172, in 1890, 14,990, in 1900, 18,643.

Northampton Street Railway Co.—Chartered Feb. 26, 1873. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, \$25,000; dated 1888, due 1909; denom. \$500; int. payable Apr. and Oct., at office of Springfield Safe Deposit & Trust Co., trustee of mortgage.

4½ p. c. coupon bonds authorized and issued, \$200,000; dated June 1, 1900, due 1910; denom. \$10,000; int. payable June and Dec., Ralph B. Bardwell and Erwin H. Kennedy, of Pittsfield, Mass., trustees of mortgage.

#### OPERATION.—Year ending Sept. 30,

|                                           | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------------|----------|-----------|-----------|-----------|-----------|
| Rec'ts. from passengers..                 | \$89,466 | \$100,052 | \$104,293 | \$130,431 | \$141,010 |
| " other sources....                       | 2,860    | 3,032     | 2,950     | 2,998     | 3,836     |
| " total.....                              | 92,326   | 103,084   | 107,243   | 133,429   | 144,846   |
| Operating expenses....                    | 57,632   | 61,945    | 67,625    | 88,096    | 97,523    |
| Earnings from operation                   | 34,693   | 41,139    | 39,618    | 45,333    | 47,323    |
| Deduct. from earnings.                    |          |           |           |           |           |
| Interest charges.....                     | 3,781    | 2,689     | 4,077     | 8,875     | 15,143    |
| Taxes .....                               | 5,838    | 6,458     | 9,445     | 9,396     | 11,672    |
| Other deductions.....                     |          | 396       |           |           |           |
| Net income.....                           | 25,074   | 31,596    | 26,096    | 27,062    | 20,508    |
| Dividends.....                            | 24,000   | 24,000    | 24,000    | 24,000    | 24,000    |
| To surplus account....                    | 1,074    | 7,596     | 2,096     | 3,062     | *3,492    |
| Total surplus acct.....                   | 21,948   | 29,545    | 31,341    | 34,403    | 30,911    |
| Per cent. op. exp. to total receipts..... | 62.0     | 60.0      | 63.0      | 66.0      | 67.3      |
| *Deficit.                                 |          |           |           |           |           |

DIVIDENDS, in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 1899, 1900 and 1901-2, 8 p. c.

#### OPERATING EXPENSES.

| Year ending Sept. 30,       | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$7,798  | \$7,162  | \$7,847  | \$8,834  | \$10,714 |
| Main. of way and bldgs..... | 9,547    | 9,332    | 7,156    | 12,392   | 11,111   |
| Mainten'e of equipment....  | 6,690    | 6,881    | 7,929    | 12,838   | 9,468    |
| Transportation expenses...  | 33,597   | 38,570   | 44,693   | 54,032   | 66,229   |
| Total.....                  | \$57,632 | \$61,945 | \$67,625 | \$88,096 | \$97,523 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried..... | 1,812,627 | 2,021,087 | 2,085,068 | 2,624,703 | 2,848,901 |
| Car miles run.....      | 487,639   | 522,298   | 583,287   | 773,782   | 767,328   |
| Tot. rec. per car mile. | \$ .189   | \$ .197   | \$ .184   | \$ .172   | \$ .189   |
| Op. exp. per car mile.  | .118      | .118      | .116      | .114      | .127      |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....         | \$229,750 | \$229,630 | \$341,873 | \$380,257 | \$386,294 |
| " equipment....           | 83,596    | 84,757    | 113,416   | 152,673   | 157,084   |
| Other perm. invests...    | 79,929    | 88,664    | 112,617   | 146,469   | 160,142   |
| Cash and current assets   | 8,039     | 9,860     | 2,075     | 11,634    | 23,169    |
| Material and supplies..   | 1,634     | 1,634     | 1,359     | 1,359     |           |
| Other assets.....         |           |           |           | 2,011     | 9,223     |
| Total.....                | \$402,948 | \$414,545 | \$571,340 | \$694,403 | \$735,911 |
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....          | 25,000    | 25,000    | 225,000   | 225,000   | 225,000   |
| Unfunded debt.....        | 56,000    | 60,000    | 15,000    | 135,000   | 180,000   |
| Profit and loss (surp.).. | 21,948    | 29,545    | 31,340    | 34,403    | 30,911    |
| Total.....                | \$402,948 | \$414,545 | \$571,340 | \$694,403 | \$735,911 |

PLANT AND EQUIPMENT.—Miles of track (electric), 26.3; gauge, 4 ft. 8½ in.; 58 lb. T rail, 42 motor cars and 2 snow plows; 1200 H.P. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones and Wason cars, Bemis trucks.

OFFICERS.—Pres. J. Olmsted, V. Pres. & Treas. Newrie D. Winter, Sec. H. P. Field, Supt. & Pur. Agt. E. C. Clark, Jr.

DIRECTORS.—J. Olmsted, N. D. Winter, G. W. Cook, J. C. Hammond, H. A. Tyler, J. A. Sullivan, F. H. Goldthwait.

GENERAL OFFICE, Northampton, Mass.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**Northampton & Amherst Street Railway Co.**—State charter and municipal franchises granted in 1898, in perpetuity. Annual meeting in Oct. This company commenced operation of the road Jan. 22, 1900, in the towns of Northampton, Hadley, Hatfield and Amherst.

**CAPITAL STOCK**, authorized and issued, \$180,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$160,000; dated Sept. 1, 1900, due 1920; denom. \$1,000; subject to call at 105 on and after 1910; int. payable Apr. and Sept., at office of Old Colony Trust Co., trustee of mortgage.

| OPERATION.—Period from Jan. 22 to Sept. 30, |          | Year endg. |                 |
|---------------------------------------------|----------|------------|-----------------|
|                                             | 1900.    | 1901.      | Sept. 30, 1902. |
| Gross receipts.....                         | \$20,444 | \$43,510   | \$51,891        |
| Operating expenses.....                     | 15,809   | 37,731     | 44,114          |
| Earnings.....                               | 4,635    | 5,779      | 7,777           |
| Interest.....                               | 2,180    | 3,928      | 8,358           |
| Taxes.....                                  |          | 1,541      | 1,742           |
| Net income.....                             | 2,455    | 309        | *2,323          |
| Total surplus.....                          |          | 2,765      | 442             |
| *Deficit                                    |          |            |                 |

#### OPERATING EXPENSES.

| Year ending Sept. 30,                 |  | 1901.    | 1902.    |
|---------------------------------------|--|----------|----------|
| General expenses.....                 |  | \$ 4,112 | \$ 4,167 |
| Transportation expenses.....          |  | 24,732   | 27,985   |
| Maintenance of way and buildings..... |  | 2,998    | 3,947    |
| "    " equipment.....                 |  | 5,890    | 8,214    |
| Total.....                            |  | \$37,731 | \$44,114 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                |  | 1901.   | 1902.     |
|--------------------------------------|--|---------|-----------|
| Passengers carried.....              |  | 867,431 | 1,009,895 |
| Car miles run.....                   |  | 211,871 | 292,045   |
| Gross receipts per car mile.....     |  | \$.205  | \$.177    |
| Operating expenses per car mile..... |  | .178    | .151      |

#### BALANCE SHEET.—Dated Sept. 30, 1900.

| ASSETS.                          |           | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|
| Cost of road.....                | \$160,614 | \$262,272 | \$274,721 |
| " equipment.....                 | 40,618    | 51,609    | 53,209    |
| Other permanent investments..... | 23,075    | 26,369    | 27,188    |
| Cash and current assets.....     | 2,613     | 2,208     | 743       |
| Materials and supplies.....      | 3,539     | 3,973     | 3,611     |
| Total.....                       | \$230,459 | \$346,430 | \$359,472 |
| LIABILITIES.                     |           |           |           |
| Capital stock.....               | \$ 80,000 | \$180,000 | \$180,000 |
| Funded debt.....                 | 60,000    | 160,000   | 160,000   |
| Loans and notes.....             | 87,266    |           | 19,030    |
| Current liabilities.....         | 356       | 3,665     |           |
| Accrued ".....                   | 382       |           |           |
| Profit and loss (surplus).....   | 2,455     | 2,765     | 442       |
| Total.....                       | \$230,459 | \$346,430 | \$359,472 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 15 motor cars, 3 work cars; 2 snow plows; West. 300 K. W. generator, 400 H. P. station plant; Hartford engine, West. dynamo and motors, Wason cars, Bemis trucks.

**OFFICERS.**—Pres. Frederick S. Coolidge, V. Pres. B. E. Cook, Treas. Philip Witherell, Gen. Man. Crosby & Coolidge, Asst. Supt. W. F. Carty, Ch. Engr. Chas. Nichols, Elec. Emery Damon.

**DIRECTORS.**—F. S. Coolidge, M. A. Coolidge, Fitchburg; B. E. Cook, Jr., H. L. Williams, C. K. Graves, Northampton; C. W. Wyman, E. C. Crosby, Brattleboro, Vt.

**GENERAL OFFICE**, 102 Main St., Northampton, Mass.

**POWER STATION**, Hadley, Mass.

Date of information, Mar., 1903.

#### NORTH ATTLEBOROUGH.

Population of in 1880, 6,727, in 1890, 4,603, in 1900, 7,036.

**Interstate Consolidated Street Railway Co.**—Chartered Apr. 12, 1895, as a consolidation of the Attleborough, North Attleborough & Wrentham Street Ry. Co. and the Interstate Street Ry. Co., of Providence, R. I. Annual meeting fourth Wednesday in Jan. This company is now controlled by the United Traction & Electric Co., of Providence, R. I.

**CAPITAL STOCK**, authorized and issued, \$380,000; par value, \$100 per share.

**FUNDED DEBT.**—Ten year 4 p. c. coupon notes, \$150,000, dated Apr. 28, 1897, due 1907.

#### OPERATION.—Year ending Sept. 30,

|                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass...   | \$134,714 | \$151,031 | \$174,055 | \$173,084 | \$147,459 |
| " other sources.....    | 849       | 1,517     | 1,977     | 1,617     | 840       |
| " total.....            | 135,563   | 152,548   | 176,032   | 174,701   | 148,299   |
| Operating expenses...   | 92,583    | 127,332   | 112,347   | 119,275   | 109,586   |
| Earnings from oper...   | 42,980    | 25,216    | 63,685    | 55,426    | 38,713    |
| Deduc. from earnings.   |           |           |           |           |           |
| Int. on fund. debt..... | 6,000     | 6,000     | 6,000     | 6,000     | 1,500     |
| " float. debt.....      | 3,780     | 2,640     | 6,510     | 7,800     | 1,950     |
| Taxes.....              | 1,457     | 7,958     | 9,691     | 10,183    | 8,119     |
| Net income.....         | 31,743    | 8,618     | 41,483    | 31,442    | 27,144    |
| Dividends paid.....     | 22,800    | 22,800    | 22,800    |           |           |
| To surplus account...   | 8,943     | *14,182   | 18,683    |           |           |
| Total surplus account   | *47,475   | 21,023    | 35,231    | 66,673    | 70,518    |
| *Deficit.               |           |           |           |           |           |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1898. |          | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|----------|-----------|-----------|-----------|-----------|
| General expenses.....       | \$14,207 | \$14,193  | \$15,250  | \$15,355  | \$ 2,657  |
| Maint. of way and bldgs.    | 12,392   | 35,378    | 11,788    | 14,235    | 13,894    |
| " equipm't.                 | 8,524    | 10,486    | 11,372    | 10,906    | 2,712     |
| Transportation expenses.    | 57,460   | 67,275    | 73,937    | 78,779    | 90,323    |
| Total.....                  | \$92,583 | \$127,332 | \$112,347 | \$119,275 | \$109,586 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,   |  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|--|-----------|-----------|-----------|-----------|-----------|
| Passengers carried..... |  | 2,589,797 | 3,024,178 | 3,477,355 | 3,455,105 | 2,948,042 |
| Car miles run.....      |  | 660,306   | 656,889   | 693,171   | 722,720   | 651,917   |
| Tot. rcpts. p car mile  |  | \$.205    | \$.232    | \$.254    | \$.243    | \$.227    |
| Op. exp. p car mile     |  | .140      | .193      | .162      | .165      | .168      |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....         | \$308,071 | \$522,617 | \$525,552 | \$560,002 | \$577,459 |
| " equipment....           | 114,220   | 147,624   | 155,487   | 162,703   | 162,654   |
| Real estate.....          | 36,549    | 36,549    | 36,549    | 36,549    | 36,549    |
| Cash.....                 | 23,719    | 12,438    | } 16,480  | 21,030    | 3,031     |
| Bills and accts. rec'ble. |           |           |           |           |           |
| Other assets.....         | 218       | 301       |           |           |           |
| Profit and loss (deficit) | 103,310   |           |           |           |           |
| Total.....                | \$586,087 | \$719,529 | \$734,068 | \$780,284 | \$779,693 |
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$380,000 | \$380,000 | \$380,000 | \$380,000 | \$380,000 |
| Funded debt.....          | 150,000   | 150,000   | 150,000   | 150,000   | 150,000   |
| Current liabilities....   | 52,819    | 163,998   | 165,417   | 180,328   | 179,176   |
| Accrued ".....            |           | 2,470     | 2,964     | 3,283     |           |
| Special funds.....        | 3,268     | 2,038     | 456       |           |           |
| Profit and loss (surp.).. |           | 21,023    | 35,231    | 66,673    | 70,518    |
| Total.....                | \$586,087 | \$719,529 | \$734,068 | \$780,284 | \$779,693 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 26.87; gauge, 4 ft. 8½ in.; 50 lb. T rail; 49 motor cars; Gen. Elec. dynamo and motors, Briggs, Laconia and Jones cars.

**OFFICERS.**—Pres. Marsden J. Perry, Sec. C. T. Sweetland, Treas. C. A. Babcock, Supt. Albert T. Potter.

**DIRECTORS.**—Marsden J. Perry, C. L. Watson, Benj. A. Jackson, Albert T. Potter, C. S. Sweetland.

**GENERAL OFFICE**, Providence, R. I.

Date of information, Dec., 1902.

#### NORTHBRIDGE.

Population in 1880, 4,053, in 1890 4,603, in 1900 7,036.

**Linwood Street Railway Co.**—Chartered Oct. 27, 1899, and commenced operating an electric road in Northbridge Jan. 1, 1900.

**CAPITAL STOCK**, authorized and issued, \$12,000; par value, \$100 per share.

#### OPERATION.—

|                              | 9 mos. ending Sept. 30, 1900. | Year ending (Sept. 30,) 1901. | 1902.   |
|------------------------------|-------------------------------|-------------------------------|---------|
| Gross receipts.....          | \$7,954                       | \$9,994                       | \$9,252 |
| Operating expenses.....      | 7,638                         | 8,941                         | 8,440   |
| Earnings from operation..... | 316                           | 1,053                         | 812     |
| Taxes.....                   | 353                           | 394                           | 379     |
| Net income.....              | *36                           | 659                           | 433     |
| Dividends.....               |                               | 960                           |         |
| Surplus.....                 |                               | *301                          |         |
| Total surplus.....           |                               |                               | 95      |
| *Deficit.                    |                               |                               |         |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                               |         |
|-------------------------------|---------|
| Year ending Sept. 30, 1902.   |         |
| General expenses.....         | \$ 921  |
| Transportation ".....         | 7,138   |
| Maintenance of equipment..... | 380     |
| Total.....                    | \$8,440 |

## STATISTICS OF TRAFFIC.

|                                  |         |
|----------------------------------|---------|
| Year ending Sept. 30, 1902.      |         |
| Passengers carried.....          | 200,655 |
| Car miles run.....               | 35,767  |
| Total receipts per car mile..... | \$ .258 |
| Operating expenses " ".....      | .236    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        |  | 1900.           | 1901.           | 1902.         |
|--------------------------------|--|-----------------|-----------------|---------------|
| Cost of road.....              |  | \$ 2,972        | \$ 5,448        | \$ 5,852      |
| “ equipment.....               |  | 8,861           | 9,161           | 9,161         |
| Accounts receivable.....       |  | 846             |                 |               |
| Materials and supplies.....    |  | 269             | 269             | 269           |
| Cash.....                      |  |                 | 79              | 280           |
| Profit and loss (deficit)..... |  | 36              | 338             |               |
| Total.....                     |  | <u>\$12,984</u> | <u>\$15,295</u> | <u>15,562</u> |

## LIABILITIES.

|                                |          |          |          |
|--------------------------------|----------|----------|----------|
| Capital stock.....             | \$12,000 | \$12,000 | \$12,000 |
| Accounts payable.....          | 825      | 200      | 3,281    |
| Current liabilities.....       | 159      | 3,095    | 185      |
| Profit and loss (surplus)..... |          |          | 95       |
| Total.....                     | \$12,984 | \$15,295 | \$15,562 |

PLANT AND EQUIPMENT.—Miles of track (electric), owned 0.66, leased 1.24; gauge, 4 ft. 8½ in.; 60 lb. rail; 3 motor cars; Gen. Elec. generators and motors.

OFFICERS.—Pres. Cyrus A. Taft, V. Pres. G. Marston Whitin, Sec. & Treas. Josiah M. Lasell, Supt. George Wilmot, Whitinsville.

DIRECTORS.—Cyrus A. Taft, G. Marston Whitin, Josiah M. Lasell, Chester W. Lasell, William L. Taft, Whitinsville.

GENERAL OFFICE, Whitinsville, Mass.

Date of information, Mar., 1903.

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## NORTH WOBURN.

Population in 1880, 10,931, in 1890, 13,499, in 1900, 14,254.

North Woburn Street Railroad Co.—On May 6, 1901, this company was consolidated with the Lynn & Boston R. R. Co., which is now a part of the Boston & Northern Street Ry. systems. The capital stock of these companies being controlled by the Massachusetts Electric Companies, and the operating report is included in the report of the Boston & Northern St. Ry. Co.

CAPITAL STOCK, authorized, \$200,000, issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—None.

Date of information, Mar., 1903.

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## NORTON.

Population in 1900, 1,826.

Norton & Taunton Street Railway Co.—This company commenced operation Aug. 27, 1898. On Aug. 1, 1899, the Mansfield & Norton, Norton & Attleboro, and the Mansfield & Easton St. Ry. Cos. were consolidated with this company.

CAPITAL STOCK, authorized and issued, \$297,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$300,000, issued \$296,000; dated June 6, 1900, due May 1, 1920; denom. \$1,000; int. payable May and Nov.

OPERATION.—Year ending Sept. 30, 1899, including the consolidated companies from Aug. 1 to Sept. 30

|                                                       | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------------------------------|----------|----------|----------|----------|
| Total receipts.....                                   | \$22,493 | \$49,059 | \$51,341 | \$46,512 |
| Operating expenses.....                               | 22,687   | 41,021   | 40,843   | 37,192   |
| Earnings from operation.....                          | *194     | 8,038    | 10,498   | 9,320    |
| Deductions from earnings.                             |          |          |          |          |
| Interest.....                                         | 6,790    | 13,310   | 15,249   | 16,454   |
| Taxes.....                                            | 1,257    | 2,722    | 1,528    | 1,273    |
| Deficit.....                                          | 8,241    | 7,994    | 6,280    | 8,407    |
| Amount of surplus from creditors' committee acct..... |          | 96,430   |          |          |
| Debits of construction acct.....                      |          | 75,150   |          |          |
| Total deficit.....                                    | 14,831   | 1,546    | 7,826    | 16,233   |
| * Deficit.                                            |          |          |          |          |

## OPERATING EXPENSES.

| Year ending Sept. 30,                  | 1901.    | 1902.    |
|----------------------------------------|----------|----------|
| General expenses .....                 | \$ 3,093 | \$ 3,229 |
| Transportation expenses.....           | 30,865   | 28,357   |
| Maintenance of way and buildings ..... | 2,102    | 2,065    |
| "    " equipment .....                 | 4,782    | 3,540    |
| Total.....                             | \$40,843 | \$37,192 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,                | 1901.     | 1902.   |
|--------------------------------------|-----------|---------|
| Passengers carried.....              | 1,067,681 | 940,075 |
| Car miles run.....                   | 374,309   | 350,499 |
| Total receipts per car mile.....     | \$.137    | \$.132  |
| Operating expenses per car mile..... | .109      | .106    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                         |           | 1899.     | 1900.     | 1901.     | 1902. |
|---------------------------------|-----------|-----------|-----------|-----------|-------|
| Cost of road.....               | \$514,034 | \$468,488 | \$469,158 | \$469,744 |       |
| Cost of equipment.....          | 68,300    | 55,768    | 55,767    | 55,823    |       |
| Cost of land and buildings..... | 84,566    | 69,336    | 69,636    | 70,464    |       |
| Cash.....                       | 1,019     | 5,749     | 711       | 2,787     |       |
| Miscellaneous assets.....       | 1,680     | 1,881     | 2,623     | 3,518     |       |
| Profit and loss (deficit).....  | 14,831    | 1,546     | 7,826     | 16,233    |       |
| Total .....                     | \$684,430 | \$602,768 | \$605,721 | \$618,569 |       |

## LIABILITIES.

|                          |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$260,000 | \$297,000 | \$297,000 | \$297,000 |
| Funded debt.....         | 240,000   | 296,000   | 296,000   | 296,000   |
| Current liabilities..... | 180,341   | 7,478     | 11,702    | 24,839    |
| Accrued liabilities..... | 4,089     | 2,290     | 1,019     | 730       |
| Total.....               | \$684,430 | \$602,768 | \$605,721 | \$618,569 |

PLANT AND EQUIPMENT.—Miles of track (electric), 30.23; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 motor cars; 4 snow plows; Walker dynamos and motors, Brigg cars.

OFFICERS.—Pres. Daniel Coolidge, V. Pres. Geo. L. Wetherell, Treas. Andrew H. Sweet, Sec. & Supt. R. W. Hewins.

DIRECTORS.—David E. Harding, L. K. Wilbur, G. L. Wetherell, F. P. Barney, A. H. Sweet, Daniel Coolidge, Jas. A. Stiles.

GENERAL OFFICE, Norton, Mass.

Date of information, Mar., 1903.

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## NORWOOD.

Population in 1890, 3,733, in 1900, 5,480; Sharon, 1900, 2,060.

Norwood, Canton & Sharon Street Railway Co.—Chartered Mar. 15, 1900, to build an electric railway in Westwood, Norwood, Canton and Sharon. The road commenced operation Sept. 1, 1901.

CAPITAL STOCK, authorized and issued, \$62,500; par value, \$100 per share.

OPERATION.—Year ending Sept. 30, 1902.

|                               |         |
|-------------------------------|---------|
| Receipts from passengers..... | \$7,892 |
| " " other sources.....        | 932     |
| " total.....                  | 8,824   |
| Operating expenses.....       | 17,859  |
| Earnings from operations..... | *9,035  |
| Deductions from earnings      |         |
| Interest.....                 | 7,033   |
| Taxes.....                    | 1,080   |
| Net income.....               | 17,148  |
| *Deficit                      |         |

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept. 30, 1902.            |          |
| General expenses.....                  | \$ 5,135 |
| Transportation expenses.....           | 9,136    |
| Maintenance of way and structures..... | 1,866    |
| " " equipment.....                     | 1,723    |
| Total.....                             | \$17,859 |

## STATISTICS OF TRAFFIC.

|                                      |         |
|--------------------------------------|---------|
| Year ending Sept 30, 1902.           |         |
| Passengers carried.....              | 159,491 |
| Car miles run.....                   | 89,704  |
| Total receipts per car mile.....     | \$ .098 |
| Operating expenses per car mile..... | .199    |

## BALANCE SHEET.—Dated Sept. 30, 1902

| Assets.                      |           | Liabilities.             |           |
|------------------------------|-----------|--------------------------|-----------|
| Cost of road.....            | \$127,582 | Capital stock.....       | \$ 62,500 |
| Cost of equipment.....       | 12,707    | Current liabilities..... | 109,789   |
| Other permanent invest..     | 7,500     | Other liabilities.....   | 138       |
| Cash and current assets..    | 3,787     |                          |           |
| Material and supplies....    | 3,080     |                          |           |
| Profit and loss deficit..... | 17,771    |                          |           |
| Total.....                   | \$172,427 | Total.....               | \$172,427 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.15; 4 cars.

Please note date of information at end of each report.



OFFICERS.—Pres. William O. Faxon, Sec. Thomas E. Clary, Treas. John F. Perry, Supt. Dennis G. Trayers.

DIRECTORS.—William O. Faxon, Stoughton; John F. Perry, Brookline; Albert B. Stearns, Boston; C. A. Noyes, Sharon.

GENERAL OFFICE, Sharon, Mass. Treasurer's office, Box 2772, Boston, Mass.

Date of information, Mar., 1903.

### PALMER.

Population, in 1880, 5,504; in 1890, 6,520, in 1900, 7,801.

**Springfield & Eastern Street Railway Co.**—This company is the successor to the Palmer & Monson Street Ry. Co., which was chartered May 10, 1897. Municipal franchise granted Nov. 1, 1897.

CAPITAL STOCK, authorized and issued, \$370,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bond, authorized and insured, \$330,000; dated Jan. 1, 1902, due 1922; int. payable Jan. and July, at office of Hampden Trust Co., Springfield Mass.

OPERATION.—Year ending Sept. 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.     |
|-------------------------------|----------|----------|----------|-----------|
| Receipts from passengers..... | \$19,563 | \$35,707 | \$64,952 | \$ 94,291 |
| " other sources.....          | 35       | 4,157    | 7,217    | 8,497     |
| " total.....                  | 19,598   | 39,774   | 72,169   | 102,788   |
| Operating expenses.....       | 20,562   | 27,330   | 48,690   | 63,738    |
| Earnings from operations..... | *964     | 12,444   | 23,479   | 39,050    |
| Deductions from earnings.     |          |          |          |           |
| Interest.....                 | 3,804    | 2,841    | 8,177    | 21,393    |
| Taxes.....                    | 145      | 1,187    | 2,037    | 6,642     |
| Other deductions.....         | 642      | 4,420    | 8,741    | 10,230    |
| Surplus.....                  | *5,555   | 3,996    | 4,523    | 786       |
| Total surplus.....            | 5,622    | 288      | 4,896    | 3,014     |
| *Deficit.                     |          |          |          |           |

#### OPERATING EXPENSES.

| Year ending Sept. 30,            | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| General expenses.....            | \$ 4,874 | \$3,940  | \$ 7,831 | \$ 8,160 |
| Maint of road and buildings..... | 1,973    | 1,565    | 3,392    | 6,982    |
| " " equipment.....               | 73       | 1,773    | 3,418    | 4,637    |
| Transportation expense.....      | 13,642   | 20,052   | 34,048   | 43,959   |
| Total.....                       | \$20,562 | \$27,330 | \$48,690 | \$63,738 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,           | 1899.   | 1900.   | 1901.     | 1902.     |
|---------------------------------|---------|---------|-----------|-----------|
| Revenue passengers carried..... | 393,885 | 699,191 | 1,134,686 | 1,900,021 |
| Car miles run.....              | 161,159 | 221,665 | 388,877   | 562,742   |
| Total receipts per car mile..   | \$.121  | \$.179  | \$.186    | \$.182    |
| Operating exps per car mile..   | .127    | .123    | .125      | .113      |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                          | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....                | \$ 72,205 | \$277,411 | \$501,999 | \$494,812 |
| " " equipment.....               | 25,792    | 53,046    | 90,900    | 118,505   |
| Other permanent investments..... | 7,700     | 58,741    | 110,463   | 121,322   |
| Cash and current assets.....     | 4,851     | 3,239     | 2,291     | 70,002    |
| Other assets.....                | 685       | 2,281     | 3,597     | 5,068     |
| Profit and loss (deficit).....   | 5,622     |           |           |           |
| Total.....                       | \$116,855 | \$394,718 | \$709,250 | \$809,709 |

#### LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$ 60,000 | \$ 60,000 | \$195,000 | \$370,000 |
| Funded debt.....               |           |           |           | 330,000   |
| Current liabilities.....       | 56,855    | 334,430   | 509,354   | 106,694   |
| Profit and loss (surplus)..... | 288       | 4,896     |           | 3,014     |
| Total.....                     | \$116,855 | \$394,718 | \$709,250 | \$809,709 |

PLANT AND EQUIPMENT.—Miles of track (electric), 30.46; gauge, 4 ft. 8½ in.; 56 and 60 lb. rail; 34 motor cars, 4 other cars; rent power.

OFFICERS.—Pres. Chas. F. Grosvenor, V. Pres. E. G. Hastings, Sec. Andrew Pinney, Treas. & Gen. Man. A. J. Purinton, Asst. Treas. H. L. Merry, Supt. F. S. Hunniwell.

DIRECTORS.—Charles F. Grosvenor, E. G. Hastings, H. M. Clark, H. E. W. Clark, Geo. C. Flynt, Andrew Pinney, E. G. Childs, Allan W. Paige, Fred'k T. Ley.

GENERAL OFFICE, Main St., Palmer, Mass.

REFERENCES.—Park, Vol. XVII, Apr. 6, '01, p. 436; description of road (map); Vol. XVIII, Aug. 17, '01, p. 189.

Date of information, Mar., 1903.

### PITTSFIELD.

Population in 1880, 13,364, in 1890, 17,252, in 1900, 21,766.

**Pittsfield Electric Street Railway Co.**—Chartered Apr. 21, 1886. Annual meeting in October.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, \$55,000; due 1911–1914.

OPERATION.—Year ending Sept. 30,

|                          | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|--------------------------|----------|----------|----------|----------|-----------|
| Gross receipts.....      | \$66,302 | \$73,076 | \$79,953 | \$87,071 | \$111,697 |
| Operating expenses....   | 42,932   | 54,131   | 64,650   | 66,225   | 77,817    |
| Earnings from oper...    | 23,370   | 18,945   | 15,303   | 20,846   | 33,880    |
| Deduc. from earnings.    |          |          |          |          |           |
| Int. on funded debt...   | 2,250    | 2,466    | 2,700    | 2,700    | 2,700     |
| " floating debt...       | 181      | 248      | 677      | 625      | 2,593     |
| Taxes.....               | 1,031    | 2,845    | 3,858    | 3,749    | 5,502     |
| Other deductions.....    | 278      | 363      | 163      |          | 5,551     |
| Net income.....          | 19,630   | 13,022   | 7,905    | 13,773   | 17,535    |
| Dividends paid.....      | 3,600    | 4,800    | 4,800    | 4,800    | 7,800     |
| To surplus account....   | 16,030   | 8,222    | 3,105    | 8,973    | 9,735     |
| Total surplus account..  | 12,239   | *13,461  | †13,566  | 26,540   | 35,774    |
| P. c. dividend paid..... |          |          |          |          | 6         |

\*\$7,000 written off for depreciation. †\$3,000 written off for depreciation.

#### OPERATING EXPENSES.

| Year ending Sept. 30,    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------|----------|----------|----------|----------|----------|
| General expenses.....    | \$ 7,928 | \$ 8,053 | \$11,355 | \$11,619 | \$ 8,084 |
| Transportation exp.....  | 23,164   | 27,942   | 30,625   | 33,574   | 47,751   |
| Maint. of way & build... | 7,457    | 10,127   | 13,140   | 14,816   | 11,373   |
| " " equip....            | 4,383    | 8,009    | 9,530    | 6,216    | 10,609   |
| Total.....               | \$42,932 | \$54,131 | \$64,650 | \$66,226 | \$77,817 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1898. | 1899.     | 1900.     | 1901.     | 1902.     |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried..        | 1,318,035 | 1,470,937 | 1,593,346 | 1,760,212 | 2,237,793 |
| Car miles run.....          | 260,900   | 347,869   | 354,947   | 372,243   | 560,147   |
| Gr. rec. per car mile..     | \$.253    | \$.210    | \$.222    | \$.234    | \$.199    |
| Op. exp. per car mile..     | .164      | .155      | .182      | .177      | .139      |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....     | \$ 91,575 | \$ 87,090 | \$ 85,590 | \$166,918 | \$247,766 |
| " equipment..         | 23,910    | 25,970    | 30,625    | 30,631    | 52,534    |
| Other perm. invest..  | 22,480    | 47,758    | 45,283    | 43,283    | 43,283    |
| Cash and cur. assets. | 11,124    | 202       | 6,515     | 5,800     | 18,117    |
| Total.....            | \$149,089 | \$161,020 | \$163,358 | \$246,632 | \$361,700 |

#### LIABILITIES.

|                        |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....     | \$ 80,000 | \$ 80,000 | \$ 80,000 | \$130,000 | \$200,000 |
| Funded debt.....       | 45,000    | 55,000    | 55,000    | 55,000    | 55,000    |
| Floating debt.....     | 11,850    | 12,559    | 14,791    | 35,093    | 70,926    |
| Profit and loss (sur.) | 12,239    | 13,461    | 13,567    | 26,540    | 35,774    |
| Total.....             | \$149,089 | \$161,020 | \$163,358 | \$246,632 | \$361,700 |

PLANT AND EQUIPMENT.—Miles of track (electric), 21.2; gauge, 4 ft. 8½ in.; 56 lb. 72 lb. and 90 lb. girder and T rail; 3 horses; 29 motor cars and 5 trail cars; West. dynamos and motors, Brill, Jones and Stephenson cars.

OFFICERS.—Pres. Jos. Tucker, Sec. J. M. Stevenson, Treas. C. E. Merrill, Gen. Man. Peter C. Dolan, Supt. Patrick H. Dolan.

DIRECTORS.—Joseph Tucker, J. L. Bacon, James W. Hull, Alexander Kennedy, P. C. Dolan, J. M. Stevenson, C. E. Merrill, Pittsfield, Mass.

GENERAL OFFICE, Seymour & Wahconah Sts., Pittsfield, Mass.

REFERENCES.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Dec., 1902.

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**Berkshire Street Railway Co.**—Chartered June 11, 1901. This road commenced operation Aug. 11, 1902, and serves Great Barrington, Stockbridge, Lee, Lenox, Pittsfield, Lanesboro and Cheshire, where it connects with the Hoosac Valley St. Ry., running to Adams, North Adams and Williamstown.

CAPITAL STOCK, \$550,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued \$500,000; dated June, 1902, due 1922.

BALANCE SHEET.—Dated Sept. 30, 1902.

| Assets.                   |             | Liabilities.              |             |
|---------------------------|-------------|---------------------------|-------------|
| Cost of r'dbed & tracks.. | \$1,048,359 | Capital Stock .....       | \$ 550,000  |
| " " equipment....         | 120,083     | Funded debt.....          | 500,000     |
| Other perm. property..    | 404,107     | Loans & notes payable..   | 314,934     |
| Cash & current assets..   | 70,469      | Audi'd vouchers & acc'ts. | 256,089     |
|                           |             | Current liabilities.....  | 11,142      |
|                           |             | Profit & loss (surplus).. | 10,853      |
| Total.....                | 1,643,018   | Total.....                | \$1,643,018 |

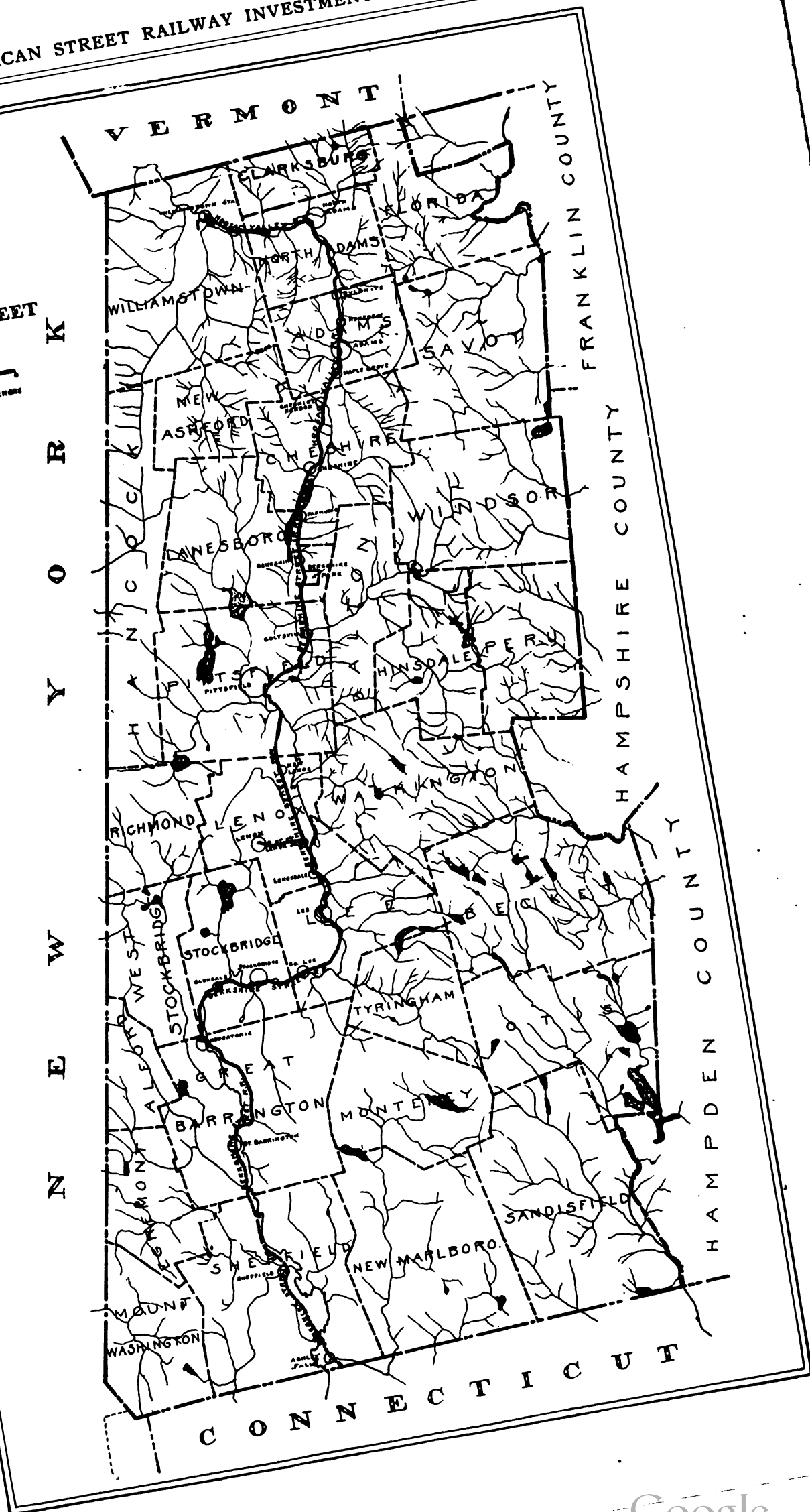
OFFICERS.—Pres. R. D. Gillet, V. Pres. B. D. Rising, Sec. Franklin Weston, Treas. Arthur W. Eaton, Gen. Man. Henry C. Page, Supt. Edwin S. Breed.



MASSACHUSETTS.

**BERKSHIRE  
COUNTY  
MASSACHUSETTS**  
SHOWING LOCATION OF  
**BERKSHIRE STREET  
RAILWAY**

SCALE OF MILES  
DURKEE, WHITE — TOWNE, EMBOS  
SPRINGFIELD.



**DIRECTORS.**—R. D. Gillet, Westfield, Mass.; Franklin Weston, Dalton, Mass.; Thomas Post, Lenox, Mass.; John P. Pomeroy, Great Barrington, Mass.; B. D. Rising, Springfield Mass.; Arthur W. Eaton, Thomas D. Peck, Pittsfield, Mass.

**GENERAL OFFICE,** Pittsfield, Mass.

Date of information, Apr., 1903.

For map of road, see page 99.

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### PLYMOUTH.

Population in 1880, 7,083, in 1890, 8,973, in 1900, 9,592.

**Plymouth & Sandwich Street Railway Co.**—This company placed its road in operation May 28th, 1899.

**CAPITAL STOCK,** authorized, \$60,000, issued, \$36,800.

| OPERATION.—Year ending Sept. 30, | 1900.   | 1901.   | 1902.   |
|----------------------------------|---------|---------|---------|
| Total receipts.....              | \$5,841 | \$5,818 | \$6,414 |
| Operating expenses.....          | 5,218   | 4,812   | 4,778   |
| Earnings from operation.....     | 623     | 1,006   | 1,636   |
| Deductions from earnings.        |         |         |         |
| Interest.....                    |         |         | 677     |
| Taxes.....                       | 44      | 369     | 373     |
| Net income.....                  | 579     | 637     | 586     |
| Total surplus.....               | 1,061   | 1,698   | 2,284   |

#### OPERATING EXPENSES.

| Year ending Sept. 30, 1902.            |         |
|----------------------------------------|---------|
| General expenses.....                  | \$ 443  |
| Transportation expenses.....           | 4,146   |
| Maintenance of way and structures..... | 157     |
| "    " equipment.....                  | 32      |
| Total.....                             | \$4,778 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |        |
|--------------------------------------|--------|
| Passengers carried.....              | 69,441 |
| Car miles run.....                   | 39,927 |
| Total receipts per car mile.....     | \$1.61 |
| Operating expenses per car mile..... | .120   |

| BALANCE SHEET.—Dated Sept. 30,   | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| <b>ASSETS.</b>                   |          |          |          |          |
| Cost of road.....                | \$31,095 | \$32,781 | \$32,781 | \$51,840 |
| " equipment.....                 | 3,804    | 9,085    | 9,085    | 9,227    |
| Other permanent investments..... |          | 2,263    | 2,263    | 3,375    |
| Cash.....                        | 2,976    | 1,561    | 2,198    | 1,187    |
| Total.....                       | \$37,875 | \$45,692 | \$46,327 | \$65,628 |
| <b>LIABILITIES.</b>              |          |          |          |          |
| Capital stock.....               | \$25,000 | \$35,860 | \$35,800 | \$36,800 |
| Unfunded debt.....               | 12,394   | 8,810    | 8,829    | 26,543   |
| Profit and loss (surplus).....   | 481      | 1,060    | 1,698    | 2,284    |
| Total.....                       | \$37,875 | \$45,690 | \$46,327 | \$65,628 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.4; gauge, 4 ft. 8½ in.; 4 motor cars.

**OFFICERS.**—Pres. Horace B. Taylor, V. Pres. Thomas E. Cornish, Sec. & Treas. Walter L. Boyden, Supt. N. H. Dunbar.

**DIRECTORS.**—H. B. Taylor, Walter L. Boyden, J. H. Marshall, E. Kimball, Thos. E. Cornish, Wm. B. Arnold, Thos. Arnold.

**GENERAL OFFICE,** Plymouth, Mass. President's office, 235 Franklin St., Boston, Mass.

Date of information, Dec., 1902.

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### QUINCY.

Population in 1880, 10,570, in 1890, 16,723, in 1900, 23,899.

**Quincy & Boston Street Railway Co.**—Chartered Aug. 24, 1888. This company owns the Quincy Street Ry. and the Braintree Street Ry. Co. On July 18, 1900, this company was consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony Street Ry. Co., the capital stock of these companies being controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Old Colony St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$767,400; par value, \$100 per share.

**FUNDED DEBT.**—See Old Colony Street Ry. Co., Brockton, Mass.

Date of information, Mar., 1903.

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**Needham & Boston Street Railway Co.**—This road was placed in operation July 1, 1899. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., which, on Dec. 22, 1900, was itself consolidated with the Brockton St. Ry. Co., now known as the Old Colony Street Ry. Co., the capital stock of all these companies being now controlled by the Massachusetts Electric Companies. The operating report of this company is included in report of the Old Colony Street Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$50,000.

Date of information, Mar., 1903.

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### RANDOLPH.

Population in 1880, 4,027, in 1890, 3,946, in 1900, 3,993.

**Stoughton & Randolph Street Railway Co.**—This company was organized to construct an electric railway from Randolph to Stoughton. The road was placed in the hands of a receiver, who was discharged on Feb. 2, 1903. The property has been sold, and the purchasers are represented by Geo. W. Anderson, Tremont Bldg., Boston, Mass.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.25.

Date of information, Mar., 1903.

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### READING.

Population in 1880, 3,181, in 1890, 4,088, in 1900, 4,969.

**Woburn & Reading Street Railway Co.**—Commenced operation June 16, 1896. On Dec., 31, 1899, this company was consolidated with the Wakefield & Stoneham Street Ry. Co., which on Mar. 3, 1900, was itself consolidated with the Lynn & Boston Ry. Co., which is now a part of the Boston & Northern Street Ry. system, the capital stock of these companies being now controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Boston & Northern Street Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$60,000.

Date of information, Mar., 1903.

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**Reading, Wakefield & Lynnfield Street Railway Co.**—This company is controlled by the Massachusetts Electric Companies. This road commenced operation July 1, 1902.

**CAPITAL STOCK,** authorized, \$250,000; issued, \$60,000; par value, \$100 per share.

**BALANCE SHEET.**—Dated Sept. 30, 1902.

| Assets.                      | Liabilities.             |
|------------------------------|--------------------------|
| Cost of road.....            | Capital stock.....       |
| Cash and current assets..    | Current liabilities..... |
| Material and supplies...     | Accrued ".....           |
| Profit and loss (deficit)... |                          |
| Total.....                   | Total.....               |

**OFFICERS.**—Pres. Charles F. Woodward, V. Pres. E. C. Foster, Sec. Edwin L. Stone, [Treas. Charles Williams, Supt. Jas. O. Ellis.

**DIRECTORS.**—Charles F. Woodward, Richard Britton, Dennis Lyons, Chas. Williams, Wakefield, Mass.; E. C. Foster, Edwin L. Stone, Lynn, Mass., August B. Fels.

**GENERAL OFFICE,** 333 Union St., Lynn, Mass.

Date of information, Mar., 1903.

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### ROCKPORT.

Population in 1880, 3,912, in 1890, 4,087, in 1900, 4,592.

**Rockport Street Railway Co.**—On Jan. 18, 1900, this company was consolidated with the Gloucester Street Ry., which, on Mar. 3, 1900, was consolidated with the Lynn & Boston R. R. (now a part of the Boston & Northern Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Boston & Northern St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$100,000.

**FUNDED DEBT.**—See Boston & Northern Street Ry. Co., Boston, Mass.

Date of information, Mar., 1903.

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### SALEM.

Population in 1880, 24,117, in 1890, 30,735, in 1900, 35,956.

**Salem & Wakefield Street Railway Co.**—Chartered in 1897. This road began operation May 6, 1898. On Dec. 31, 1899, this company consolidated with the Wakefield & Stoneham St. Ry. Co., which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern St. Ry. Co.), the capital stock of these companies being now controlled by the Massachusetts Electric Companies. The operating report of this company is included in the report of the Boston & Northern St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$75,000.

Date of information, Mar., 1903.

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### SHELBURNE FALLS.

Population in 1880, 1,621, in 1890, 1,553, in 1900, 1,508.

**Shelburne Falls & Colrain Street Railway Co.**—Annual meeting third Tuesday in Oct.

**CAPITAL STOCK,** authorized and issued, \$50,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds \$50,000, dated 1896 due 1916. Bonds may be called at option of the company after Sept. 1, 1901.

| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers...      | \$ 6,885 | \$ 7,179 | \$ 7,047 | \$ 7,224 | \$ 7,400 |
| " " other sources.               | 4,873    | 5,717    | 5,899    | 6,066    | 6,934    |
| " " total.....                   | 11,758   | 12,896   | 12,946   | 13,290   | 14,333   |
| Operating expenses.....          | 8,013    | 7,872    | 8,672    | 8,221    | 9,900    |
| Earnings from operation...       | 3,745    | 5,024    | 4,274    | 5,069    | 4,433    |
| Deductions from earnings.        |          |          |          |          |          |
| Interest on funded debt.         | 2,893    | 2,990    | 3,000    | 3,000    | 3,000    |
| " " floating debt.               | 468      | 468      | 433      | 410      | 384      |
| Taxes.....                       | 295      | 233      | 245      | 216      | 251      |
| Other deductions.....            | 117      |          |          |          |          |
| To surplus account.....          | *28      | 1,333    | 506      | 1,442    | 798      |
| Total surplus.....               | *936     | 396      | 991      | 2,433    | 3,232    |
| *Deficit.                        |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending Sept. 30,          | 1898.   | 1899.   | 1900.   | 1901.   | 1902. |
|--------------------------------|---------|---------|---------|---------|-------|
| General expenses.....          | \$ 864  | \$ 620  | \$1,186 | \$1,318 |       |
| Maintenance of way & bldgs.... | 1,354   | 1,329   | 938     | 1,621   |       |
| " " equipment....              | 352     | 344     | 471     | 2,380   |       |
| Transportation expenses.....   | 5,443   | 5,579   | 5,626   | 4,581   |       |
| Total.....                     | \$8,013 | \$7,872 | \$8,221 | \$9,900 |       |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,          | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....        | 158,988 | 162,598 | 159,997 | 162,637 | 166,137 |
| Car miles run.....             | 30,361  | 30,887  | 30,887  | 54,236  | 54,254  |
| Total rec'pts p. car mile run. | \$ .387 | \$ .417 | \$ .419 | \$ .245 | \$ .264 |
| Operating exp. per car mile.   | .264    | .255    | .280    | .152    | .182    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                     | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....           | \$ 70,226 | \$ 70,755 | \$ 70,755 | \$ 70,755 | \$ 70,755 |
| " " equipment.....          | 10,275    | 10,687    | 10,687    | 10,687    | 10,687    |
| Land and buildings.....     | 25,780    | 26,013    | 26,555    | 26,591    | 26,591    |
| Cash & current assets....   | 584       | 640       | 838       | 1,068     | 1,617     |
| Other assets.....           | 683       | 769       | 784       | 654       | 887       |
| Profit & loss (deficit).... | 936       |           |           |           |           |

Total.....\$108,484 \$108,864 \$109,619 \$109,755 \$110,536

## LIABILITIES.

|                            |          |          |          |          |          |
|----------------------------|----------|----------|----------|----------|----------|
| Capital stock.....         | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Funded debt.....           | 49,700   | 50,000   | 50,000   | 50,000   | 50,000   |
| Loans & bills payable....  | 8,100    | 7,838    | 8,020    | 6,699    | 6,654    |
| Accrued interest.....      | 684      | 630      | 662      | 623      | 651      |
| Profit & loss (surplus)... |          | 396      | 991      | 2,433    | 3,232    |

Total.....\$108,484 \$108,864 \$109,619 \$109,755 \$110,536

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 5 motor cars 8 other cars, 1 snow plow.

OFFICERS.—Pres. C. A. Marcy, V. Pres. F. J. Canedy, Sec. Edwin Baker, Treas. F. E. Merrick, Supt. H. B. Upton.

DIRECTORS.—F. J. Canedy, Edwin Baker, F. L. Davenport, Herbert Newell, J. C. Wood, Lorenzo Griswold, Chas. A. Marcy.

GENERAL OFFICE, Shelburne, Falls, Mass.

Date of information, Mar., 1903.

## SOUTHBRIDGE.

Population in 1880, 6,464, in 1890, 7,655, in 1900, 10,025.

Southbridge &amp; Sturbridge Street Railway Co.—This company commenced operation on Aug. 28, 1896.

CAPITAL STOCK, authorized and issued, \$60,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$60,000, dated Jan. 1, 1897, due 1917; denom. \$500; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment after 5 years, and at a price of 103 and accrued interest.

| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Total receipts.....              | \$28,531 | \$30,507 | \$31,063 | \$28,329 | \$33,532 |
| Operating expenses.....          | 19,062   | 20,342   | 21,165   | 21,272   | 23,105   |
| Earnings from operation.         | 9,469    | 10,164   | 9,898    | 7,057    | 10,427   |
| Deductions from earnings.        |          |          |          |          |          |
| Int. on funded debt..            | 2,625    | 3,000    | 3,000    | 3,000    | 3,000    |
| " " floating debt..              | 230      | 280      | 491      | 589      | 499      |
| Taxes.....                       | 974      | 968      | 1,208    | 1,413    | 1,377    |
| Other deductions....             | 3,041    | 3,588    | 4,070    |          | 707      |
| Net income.....                  | 2,598    | 2,328    | 1,129    | 2,056    | 4,843    |
| Dividends paid.....              | 3,000    | 2,400    | 2,400    |          |          |
| Surplus.....                     | *402     | *72      | *1,270   |          |          |
| Total surplus.....               | 4,099    | 4,027    | 2,463    | 4,519    | 9,362    |
| *Deficit.                        |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending Sept. 30,     | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| General expenses.....     | \$ 3,179 | \$ 2,561 | \$ 2,447 | \$ 2,172 | \$ 3,036 |
| Maint. of ways and bldgs. | 635      | 1,842    | 1,297    | 920      | 1,300    |
| " " equipment.....        | 786      | 1,042    | 1,626    | 2,133    | 2,139    |
| Transportation expenses.  | 14,462   | 14,897   | 15,795   | 16,048   | 16,631   |
| Total.....                | \$19,062 | \$20,342 | \$21,165 | \$21,272 | \$23,105 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,       | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....     | 552,586 | 581,461 | 588,529 | 557,728 | 619,384 |
| Car miles run.....          | 130,856 | 144,298 | 149,870 | 146,328 | 148,006 |
| Total recpts. per car mile. | \$ .186 | \$ .211 | \$ .207 | \$ .193 | \$ .225 |
| Oper. exp. per car mile..   | .127    | .141    | .141    | .146    | .156    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....       | \$ 90,897 | \$ 91,034 | \$ 91,034 | \$ 91,156 | \$111,005 |
| " " equipment.....      | 19,431    | 21,584    | 22,012    | 22,544    | 22,544    |
| Other perm. invests.... | 14,542    | 18,342    | 18,600    | 18,656    | 15,156    |
| Cash.....               | 999       | 250       | 157       | 1,670     | 363       |
| Other assets.....       | 1,501     | 1,980     | 2,067     | 2,706     | 1,378     |

Total.....\$127,849 \$133,277 \$134,509 \$135,551 \$150,446

## LIABILITIES.

|                            |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Funded debt.....           | 50,000    | 60,000    | 60,000    | 60,000    | 60,000    |
| Loans and bills payable.   | 3,000     | 8,500     | 11,000    | 10,000    | 20,000    |
| Accrued liabilities.....   | 750       | 750       | 1,046     | 1,032     | 1,084     |
| Profit and loss (surplus). | 4,099     | 4,027     | 2,463     | 4,519     | 9,362     |

Total.....\$127,849 \$133,277 \$134,509 \$135,551 \$150,446

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 65 lb. rail; 11 motor cars; Gen. Elec. dynamos and motors, Laconia cars, Bemis trucks.

OFFICERS.—Pres. C. D. Paige, Sec. J. M. Cockran, Treas. F. L. Chapin, Supt. Herbert H. Morse, Mast. Mech. &amp; Elec. W. Adams.

DIRECTORS.—C. D. Paige, Hiram C. Wells, F. L. Chapin, G. W. Wells, A. B. Wells, W. A. Bailey, J. M. Cochran, E. L. Parker.

GENERAL OFFICE, Southbridge, Mass.

REFERENCE.—Description of park, Vol. XVII, Mar. 2, '01, p. 308. Date of information, Dec., 1902.

Worcester &amp; Southbridge Street Railway Co.—This company is the successor of the Southbridge &amp; Charlton Depot Street Ry. Co. This road was put in operation July 2, 1902.

CAPITAL STOCK, authorized, \$500,000.

## BALANCE SHEET.—Dated Sept. 30, 1902.

| Assets.                     | Liabilities. |
|-----------------------------|--------------|
| Cost of road.....           | \$610,094    |
| Cost of equipment.....      | 153,414      |
| Land and buildings.....     | 294,248      |
| Cost and current assets..   | 74,817       |
| Material and supplies...    | 6,421        |
| Total.....                  | \$1,138,994  |
| Capital stock.....          | \$500,000    |
| Current liabilities.....    | 620,424      |
| Profit and loss (surplus).. | 18,570       |
| Total.....                  | \$1,138,994  |

PLANT AND EQUIPMENT.—Miles of track electric), 20.05; 20 motor cars.

OFFICERS.—Pres. Fred Thayer, V. Pres. Geo. W. Wells, Sec. Treas. &amp; Gen. Man. Wilford A. Bailey, Supt. Leavenworth Wheeler.

DIRECTORS.—Fred Thayer, W. A. Bailey, Albert B. Wells, Fred S. Taylor, Frank D. Perry, Calvin D. Paige, Geo. W. Wells.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

Date of information, Mar., 1903.

## SPRINGFIELD.

Population in 1880, 33,340, in 1890, 44,179, in 1900, 62,059.

Springfield Street Railway Co.—Chartered May 5, 1868. Annual meeting second Wednesday in Jan.

CAPITAL STOCK, authorized and issued, \$1,958,400; par value, \$100 per share.

FUNDED DEBT, \$100,000. 4-15 year 4 p. c. bonds, dated Apr. 1, 1895, \$25,000 each, \$100,000, redeemable at option of the company in five years.

## Operation.—Year ending Sept. 30,

|                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Recls. from passengers. | \$577,800 | \$620,062 | \$580,063 | \$748,280 | \$838,267 |
| " " other sources.      | 5,250     | 5,969     | 5,987     | 5,530     | 6,398     |
| " " total.....          | 583,050   | 626,031   | 686,050   | 753,810   | 844,665   |
| Operating expenses..... | 430,399   | 433,489   | 479,846   | 527,589   | 594,637   |
| Earnings from operat'n. | 152,651   | 192,542   | 206,204   | 226,221   | 250,028   |

Please note date of information at end of each report.

|                                                                                                    |         |         |         |          |         |
|----------------------------------------------------------------------------------------------------|---------|---------|---------|----------|---------|
| Deduct. from earnings.                                                                             |         |         |         |          |         |
| Interest charges....                                                                               | 30,532  | 24,519  | 26,945  | 3,790    | 15,832  |
| Taxes.....                                                                                         | 26,914  | 47,291  | 49,299  | 69,445   | 72,257  |
| Net income.....                                                                                    | 95,205  | 120,732 | 129,960 | 152,986  | 161,940 |
| Dividends paid, 8 p. c. .                                                                          | 93,336  | 116,672 | 116,672 | 156,672  | 156,672 |
| To surplus account....                                                                             | 1,869   | 4,060   | 13,288  | *3,686   | 5,268   |
| Total surplus account...                                                                           | 263,161 | 267,221 | 280,509 | †401,823 | 257,091 |
| P.c. op.exp. to tot'l rectx.                                                                       | 73.8    | 69.1    | 69.9    | 69.9     | 70.4    |
| *Deficit. †Including \$350,000 from sale of stock, less \$225,000 charged to depreciation account. |         |         |         |          |         |

## OPERATING EXPENSES.

|                             |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| Year ending Sept. 30, 1898. | 1899.     | 1900.     | 1901.     | 1902.     |
| General expenses.....       | \$ 31,378 | \$ 34,830 | \$ 33,062 | \$ 39,893 |
| Maint. of way and bldgs     | 77,397    | 49,195    | 66,989    | 80,438    |
| " equipment....             | 40,629    | 66,287    | 74,176    | 59,769    |
| Transportation exps....     | 280,995   | 283,177   | 305,619   | 347,489   |
| Total.....                  | \$430,399 | \$433,489 | \$479,846 | \$527,590 |

## STATISTICS OF TRAFFIC.

|                              |            |            |            |            |
|------------------------------|------------|------------|------------|------------|
| Year ending Sept. 30,        | 1899.      | 1900.      | 1901.      | 1902.      |
| Passengers carried.....      | 12,343,452 | 13,746,813 | 17,131,955 | 16,878,905 |
| Car miles run.....           | 3,334,418  | 3,586,242  | 3,937,171  | 4,342,075  |
| Total receipts per car mile. | \$.188     | \$.191     | \$.191     | \$.194     |
| Op. expenses per car mile.   | .130       | .133       | .134       | .137       |

## Balance Sheet.—Dated Sept. 30,

|                            |             |             |             |             |             |
|----------------------------|-------------|-------------|-------------|-------------|-------------|
| ASSETS.                    | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road.....          | \$1,113,481 | \$1,168,062 | \$1,233,566 | \$1,200,825 | \$1,764,430 |
| " equip..                  | 450,652     | 450,652     | 450,652     | 462,539     | 594,056     |
| Cash and current assets... | 31,508      |             |             |             | 19,480      |
| Other permanent invests.   | 628,452     | 703,932     | 714,309     | 689,597     | 752,220     |
| Other assets...            | 2,642       | 10,335      | 20,477      | 20,611      | 8,993       |
| Sinking fund..             |             |             |             |             | 100,000     |
| Total.....                 | \$2,226,735 | \$2,332,981 | \$2,419,004 | \$2,493,710 | \$3,239,179 |

## LIABILITIES.

|                               |             |             |             |             |             |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|
| Capital stock..               | \$1,458,400 | \$1,458,400 | \$1,458,400 | \$1,958,400 | \$1,958,400 |
| Funded debt..                 | 500,000     | 500,000     | 500,000     | 100,000     | 100,000     |
| Other indebt..                | 5,174       | 107,360     | 180,095     | 33,487      | 923,687     |
| Profit and loss (surplus).... | 263,161     | 267,221     | 280,509     | 401,823     | 257,091     |
| Total.....                    | \$2,226,735 | \$2,332,981 | \$2,419,004 | \$2,493,710 | \$3,239,179 |

**Plant and Equipment.**—Miles of track (electric), 92.03; gauge, 4 ft; 8½ in.; 60 lb. and 70 lb. T, 98 and 107 lb. girder rail; 219 motor cars, 5,000 H. P. station plant; Hooven, Owens & Rentschler engines; Gen. Elec. and West. dynamos and motors; Wason cars, Wason and Bemis trucks.

**Officers.**—Pres. John Olmsted, Sec. & Treas. Fred'k Harris, Supt. & Pur. Agt. George W. Cook.

**Directors.**—John Olmsted, Frederick Harris, A. W. Damon, George W. Cook.

**General Office,** 1 Main St., Springfield, Mass.

Date of information, Mar., 1903.

## STONEHAM.

Population in 1880, 4,890, in 1890, 6,155, in 1900, 6,197.

**Mystic Valley Street Railway Co.**—This company commenced operation May 7, 1896. On October 1, 1898, the Arlington & Winchester St. Ry. Co. was consolidated with this company, which on Dec. 31, 1899, was consolidated with the Wakefield & Stoneham St. Ry. Co., which on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co. (now a part of the Boston & Northern Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies. Operating report included in report of Boston & Northern St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$90,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, \$60,000; dated Jan. 1, 1899, due 1919.

Date of information, Mar., 1903.

## SWANSEA CENTRE.

**Providence & Fall River Street Railway Co.**—This company commenced operation June 5, 1901.

**CAPITAL STOCK,** \$165,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds. authorized and issued, \$165,000; due July, 1921.

## OPERATION.—Year ending Sept. 30, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$36,147 |
| Operating expenses.....      | 29,609   |
| Earnings from operation..... | 6,538    |
| Deductions from earnings.    |          |
| Interest on bonds.....       | 8,922    |
| Taxes.....                   | 2,301    |
| Net income.....              | *4,685   |
| Total surplus.....           | 1,582    |
| *Deficit                     |          |

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept. 30, 1902.            |          |
| General expenses.....                  | \$ 4,610 |
| Transportation expenses.....           | 22,245   |
| Maintenance of way and structures..... | 1,473    |
| " equipment.....                       | 1,281    |
| Total.....                             | \$29,609 |

## STATISTICS OF TRAFFIC.

|                                      |         |
|--------------------------------------|---------|
| Year ending Sept. 30, 1902.          |         |
| Passengers carried.....              | 858,539 |
| Car miles run.....                   | 219,564 |
| Total receipts per car mile.....     | \$.165  |
| Operating expenses per car mile..... | .135    |

## BALANCE SHEET.—Dated Sept. 30,

|                              |           |           |
|------------------------------|-----------|-----------|
| ASSETS.                      | 1901.     | 1902.     |
| Cost of road.....            | \$237,769 | \$243,544 |
| " equipment.....             | 80,866    | 82,537    |
| Other perm. invests.....     | 29,197    | 30,938    |
| Cash and current assets..... | 52,861    | 7,417     |
| Total.....                   | \$400,693 | \$364,436 |

## LIABILITIES.

|                                |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$165,000 | \$165,000 |
| Funded debt.....               | 115,000   | 105,000   |
| Accrued liabilities.....       | 2,228     | 2,516     |
| Other liabilities.....         | 112,298   | 30,337    |
| Profit and loss (surplus)..... | 6,167     | 1,582     |
| Total.....                     | \$400,693 | \$364,436 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12.5; 16 motor cars; 3 snow plows.

**OFFICERS.**—Pres. John J. Whipple, V. Pres. Walter H. Trumbull, Sec. & Treas. Geo. A. Butman, Supt. Geo. P. Dole.

**DIRECTORS.**—John J. Whipple, Walter H. Trumbull, Fred C. Hinds, Alex. B. Bruce, Robt. Redford, Thos. Lahey, L. P. Sturtevant, Algernon H. Barnby, Geo. A. Butman.

**GENERAL OFFICE,** Swansea Centre, Mass.

Date of information, Mar., 1903.

## TAUNTON..

Population in 1880, 21,213, in 1890, 25,389, in 1900, 31,036.

**Taunton Street Railway Co.**—Chartered Feb. 12, 1870. On Aug. 3, 1900, the Providence & Taunton St. Ry. Co. was consolidated with this company which, in Oct., 1900, was itself consolidated with the Globe St. Ry. Co., of Fall River (now a part of the Old Colony Street Ry. system), the capital stock of which is now controlled by the Massachusetts Electric Companies. Operating report included in report of Old Colony St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$525,000; par value, \$100 per share.

**FUNDED DEBT.**—See Old Colony Street Ry. Co., Brockton, Mass. Date of information, Mar., 1903.

**Dighton, Somerset & Swansea Street Railway Co.**—Chartered in 1895. On Apr. 24, 1900, this company was consolidated with the Globe St. Ry. Co. of Fall River (now a part of the Old Colony Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies. Operating figures included in report of Old Colony St. Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$175,000; par value, \$100 per share.

**FUNDED DEBT.**—See Old Colony Street Ry. Co., Brockton, Mass. Date of information, Mar., 1903.

**Taunton & Brockton Street Railway Co.**—This road commenced operation Sept. 4, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now known as the Old Colony Street Ry. Co.), the capital stock of which is now con-

trolled by the Massachusetts Electric Companies. Operating figures included in report of Old Colony St. Ry. Co.

CAPITAL STOCK, authorized and issued, \$100,000.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.  
Date of information, Mar., 1903. z

**Providence & Taunton Street Railway Co.**—Commenced operation June 25, 1898. On Aug. 3, 1900, this company was consolidated with the Taunton St. Ry. Co., which is now a part of the Old Colony Street Ry. system. The capital stock of these companies is now controlled by the Massachusetts Electric Companies. Operating figures included in report of Old Colony St. Ry. Co.

CAPITAL STOCK, \$175,000.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.  
Date of information, Mar., 1903. z

#### East Taunton Street Railway Co.

CAPITAL STOCK, authorized and issued, \$110,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, \$45,000; dated Mar. 1, 1900, due 1920; int. payable Mar. and Sept.

| OPERATION.—                | Period from Dec. |                 | Year ending —   |                 |
|----------------------------|------------------|-----------------|-----------------|-----------------|
|                            | 23, 1898, to     | Sept. 30, 1900. | Sept. 30, 1901. | Sept. 30, 1902. |
| Total receipts.....        | \$12,386         | \$21,695        | \$28,167        | \$35,334        |
| Operating expenses.....    | 6,901            | 14,893          | 18,781          | 21,263          |
| Earnings from operation... | 5,485            | 6,802           | 9,386           | 14,071          |
| Deductions from earnings.  |                  |                 |                 |                 |
| Interest.....              |                  |                 | 2,515           | 2,250           |
| Taxes.....                 | 789              | 2,670           | 2,060           | 2,132           |
| Net income.....            | 4,696            | 4,132           | 4,811           | 9,688           |
| Dividends paid.....        | 2,250            | 2,400           |                 | 5,500           |
| To surplus account.....    | 2,446            | 1,732           |                 | 4,188           |
| Total surplus account..... |                  | 4,179           | 8,775           | 12,963          |
| P. c. dividends paid.....  |                  |                 |                 | 5               |

#### GENERAL EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept. 30, 1902.            |          |
| General expenses.....                  | \$ 1,589 |
| Transportation expenses.....           | 16,813   |
| Maintenance of way and structures..... | 1,724    |
| "    " equipment.....                  | 1,136    |
| Total.....                             | \$21,263 |

#### STATISTICS OF TRAFFIC.

|                                      |         |         |
|--------------------------------------|---------|---------|
| Year ending Sept. 30,                | 1901.   | 1902.   |
| Passengers carried.....              | 560,567 | 694,450 |
| Car miles run.....                   | 134,589 | 157,335 |
| Total receipts per car mile.....     | \$ .209 | \$ .224 |
| Operating expenses per car mile..... | .140    | .135    |

#### BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                        |          | 1899.     | 1900.     | 1901.     | 1902. |
|--------------------------------|----------|-----------|-----------|-----------|-------|
| Cost of road .....             | \$86,241 | \$143,239 | \$147,183 | \$148,260 |       |
| "    " equipment.....          | 8,960    | 15,669    | 17,406    | 17,837    |       |
| Other permanent investments.   | 130      | 334       | 154       | 154       |       |
| Cash and current assets.....   | 1,584    | 2,697     | 4,325     | 8,208     |       |
| Total.....                     | \$96,915 | \$161,939 | \$169,068 | \$174,459 |       |
|                                |          |           |           |           |       |
| LIABILITIES.                   |          |           |           |           |       |
| Capital stock.....             | \$73,450 | \$110,000 | \$110,000 | \$110,000 |       |
| Funded debt.....               |          | 45,000    | 45,000    | 45,000    |       |
| Current liabilities.....       | 20,230   | 1,216     | 3,233     | 4,364     |       |
| Accrued    "    .....          | 789      | 1,544     | 2,060     | 2,132     |       |
| Profit and loss (surplus)..... | 2,446    | 4,179     | 8,775     | 12,963    |       |
| Total .....                    | \$96,915 | \$161,939 | \$169,068 | \$174,459 |       |

PLANT AND EQUIPMENT.—Miles of track (electric), 11.2; gauge, 4 ft. 8½ in.; 7 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. M. A. Cavanaugh, V. Pres. T. F. Cavanaugh, Sec. & Gen. Man. Jas. P. Dunn, Treas. Joseph B. Murphy.

DIRECTORS.—M. A. Cavanaugh, T. F. Cavanaugh, J. P. Dunn, J. B. Murphy, C. R. Barstow, C. R. Richmond, S. F. O'Hara.

GENERAL OFFICE, 23 Summer St., Taunton, Mass.

Date of information, Dec., 1902. b

#### TEMPLETON.

Population in 1880, 2,789, in 1890, 2,999, in 1900, 3,489.

**Templeton Street Railway Co.**—This road commenced operation July 1, 1901.

CAPITAL STOCK, authorized and issued, \$50,000.

#### OPERATION.—Year ending Sept. 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$38,610 |
| "    other sources.....       | 1,967    |
| "    total.....               | 40,578   |
| Operating expenses.....       | 33,820   |
| Earnings from operation.....  | 6,758    |
| Deductions from earnings.     |          |
| Interest.....                 | 11,970   |
| Taxes.....                    | 912      |
| Rentals, (Phillipston).....   | 8,000    |
| Net income.....               | *14,124  |
| Total surplus.....            | *20,186  |
| *Deficit.                     |          |

#### GENERAL EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending Sept. 30, 1902.            |          |
| General expenses.....                  | \$ 3,458 |
| Transportation expenses.....           | 22,615   |
| Maintenance of way and structures..... | 3,127    |
| "    " equipment.....                  | 4,620    |
| Total.....                             | \$33,820 |

#### STATISTICS OF TRAFFIC.

|                                  |         |
|----------------------------------|---------|
| Year ending Sept. 30, 1902.      |         |
| Passengers carried.....          | 749,045 |
| Car miles run.....               | 246,397 |
| Total receipts per car mile..... | \$ .164 |
| Operating expenses.....          | .137    |

#### BALANCE SHEET.—Dated Sept. 30, 1902.

| Assets.                     |           | Liabilities.            |           |
|-----------------------------|-----------|-------------------------|-----------|
| Cost of road & equip....    | \$240,976 | Capital stock.....      | \$ 50,000 |
| Bills & acc'ts payable....  | 315       | Loans & notes payable . | 211,477   |
| Profit & loss (deficit).... | 20,186    |                         |           |
| Total.....                  | \$261,477 | Total.....              | \$261,477 |

PLANT AND EQUIPMENT.—Miles of track (electric), 17.9; 13 motor cars, 2 snow plows.

OFFICERS.—Pres. Percival Blodgett, Sec. B. W. Skinner, Treas. M. A. McElroy.

DIRECTORS.—Percival Blodgett, B. W. Skinner, Fred Greenwood, Gilman Waite, F. G. Roberts.

GENERAL OFFICE, 307 Washington St., Boston, Mass.

Date of information, Dec., 1901. b

**Phillipston Street Railway Co.**—This road is operated by the Templeton Street Ry. Co.

CAPITAL STOCK, 18,600

GENERAL OFFICE, 307 Washington St., Boston, Mass.

Date of information, Dec., 1902. b

#### UPTON.

Population in 1900, 1,937.

**Upton Street Railway Co.**—This road was consolidated with the Grafton & Upton Railroad Co., June 23, 1902.

Date of information, Dec., 1902. b

#### UXBRIDGE.

Population in 1900, 3,599.

**Uxbridge & Blackstone Street Railway Co.**—This road commenced operation Sept. 1, 1902.

CAPITAL STOCK, authorized and issued, \$80,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 7.5.

OFFICERS.—Pres. Theo. S. Johnson, V. Pres. E. B. Stoddard, Sec. & Treas. Frank H. Viele, Supt. Chas. L. Rogers.

DIRECTORS.—T. S. Johnson, E. B. Stoddard, O. E. Putnam, Horace Wyman, F. H. Viele, J. E. Sayles, W. H. Tyler.

GENERAL OFFICES, 832 State Mutual Bldg., Worcester, Mass.

Date of information, Mar., 1903. z

#### WAKEFIELD.

Population in 1880, 5,547, in 1890, 6,982, in 1900, 9,290.

**Wakefield & Stoneham Street Railway Co.**—Chartered May, 1892. Annual meeting in Oct. This road runs from Wakefield to Melrose, Stoneham, Lynn and Reading. On Dec. 31, 1899, the Reading & Lowell, the Salem & Wakefield, the Woburn & Reading, and the Mystic Valley St. Ry. Cos. were consolidated with this company which, on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co. which is now a part of the Boston & Northern Street Ry. system; the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, \$475,000; par value, \$100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

Date of information, Mar., 1903. z

**WALTHAM.**

Population in 1880, 11,712, in 1890, 18,707, in 1900, 23, 481.

**Waltham Street Railway Co.**—Chartered Aug. 30, 1900. This company was organized to construct an electric railway, operating in Waltham, and making connections with the several lines leading to the neighboring towns and cities. The road is now under construction. This Company has expended over \$300,000 to date on property and equipment.

CAPITAL STOCK, authorized, \$60,000; par value, \$100 per share.

OFFICERS.—Pres. Frederick C. Hinds, Sec. Henry S. Milton  
Treas. Charles E. Dresser.

DIRECTORS.—Frederick C. Hinds, Charles F. Avery, Newton; Henry S. Milton, Bradshaw S. Tolman, Waltham; Charles H. Wilson, Brookline; H. H. Nickerson, Winchester; Harry L. Burrage, Newton; Wm. S. Reed, Leominster; Chas. E. Dresser, Boston.

GENERAL OFFICE, 1002 Barristers' Hall, Boston, Mass.

Date of information, Mar., 1903.

**WARE.**

Population in 1900, 8,263.

**Hampshire & Worcester Street Railway Co.**—Chartered in 1900.

CAPITAL STOCK, \$75,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$60,000; dated Dec. 1901, due 1921.

OPERATION.—Year ending Sept. 30, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$21,552 |
| Operating expenses.....      | 14,479   |
| Earnings from operation..... | 7,073    |
| Deductions from earnings     |          |
| Interest on bonds.....       | 2,500    |
| " " unfunded debt.....       | 1,377    |
| Taxes.....                   | 1,036    |
| Other deductions.....        | 577      |
| Net income.....              | 1,583    |
| Total surplus.....           | 2,138    |

**OPERATING EXPENSES.**

Year ending Sept. 30, 1902.

|                                        |        |
|----------------------------------------|--------|
| General expenses.....                  | \$ 351 |
| Transportation expenses.....           | 13,701 |
| Maintenance of way and structures..... | 291    |
| " " equipment.....                     | 136    |

Total.....\$14,479

**STATISTICS OF TRAFFIC.**

Year ending Sept. 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 431,604 |
| Car miles run.....                   | 137,450 |
| Total receipts per car mile.....     | \$ .158 |
| Operating expenses per car mile..... | .105    |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      |           | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|
| Cost of road.....            | \$ 84,999 | \$185,045 |           |
| Cost of equipment.....       | 16,860    | 41,275    |           |
| Other permanent invest.....  | 38,100    | 65,024    |           |
| Cash and current assets..... | 2,131     | 5,867     |           |
| Other assets.....            | 3,700     | 7,775     |           |
| Total.....                   |           | \$145,790 | \$304,986 |

**LIABILITIES.**

|                                |          |          |
|--------------------------------|----------|----------|
| Capital stock.....             | \$75,000 | \$75,000 |
| Funded debt.....               | 70,235   | 60,000   |
| Current liabilities.....       |          | 166,066  |
| Accrued ".....                 |          | 1,782    |
| Profit and loss (surplus)..... | 555      | 2,138    |

Total.....\$145,790 \$304,986

PLANT AND EQUIPMENT.—Miles of track (electric), 12.12; 12 motor cars.

OFFICERS.—Pres. Hubert M. Coney Ware, Mass., Sec. Jas. F. Hill (Warren, Mass.); Treas. Henry N. Bates (Boston); Supt. David E. Pepin, (Ware).

DIRECTORS.—Hubert M. Coney, Henry N. Bates, Wm. O. Faxon, Frank N. Bates, James F. Hill.

GENERAL OFFICE, Ware, Mass.

Date of information, Mar., 1903.

**WEBSTER.**

Population in 1880, 5,696; in 1890, 7,031, in 1900, 8,804.

**Webster & Dudley Street Railroad Co.**—This company was incorporated Oct., 1897, municipal franchise granted Feb. 14, 1898. Annual meeting first Saturday in Apr.

CAPITAL STOCK, authorized and issued, \$50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued \$30,000, dated Nov. 1, 1899; due 1919.

OPERATION.—

| Year ending Sept. 30,        | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Gross receipts.....          | \$12,467 | \$15,738 | \$23,193 | \$30,439 |
| Operating expenses.....      | 13,264   | 14,820   | 16,264   | 20,380   |
| Earnings from operation..... | *797     | 918      | 6,929    | 10,059   |
| Deductions from earnings     |          |          |          |          |
| Interest.....                |          | 801      | 1,792    | 863      |
| Taxes.....                   |          | 932      |          | 1,101    |
| Other deductions.....        |          |          | 2,162    | 3,752    |
| Net income.....              |          | *815     | 2,974    | 4,343    |
| Total surplus.....           |          | *682     | 1,555    | *33,813  |

\*Deficit.

**OPERATING EXPENSES.**

Year ending Sept. 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,557 |
| Transportation.....                    | 16,331   |
| Maintenance of way and structures..... | 700      |
| " " equipment.....                     | 791      |

Total.....\$20,380

**STATISTICS OF TRAFFIC.**

| Year ending Sept. 30,             | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------|---------|---------|---------|---------|
| Revenue passengers carried.....   | 258,691 | 243,947 | 435,267 | 545,248 |
| Car miles run.....                | 71,717  | 87,680  | 117,416 | 139,249 |
| Total receipts per car mile.....  | \$ .173 | \$ .179 | \$ .198 | \$ .219 |
| Operating expenses per car mile.. | .185    | .171    | .138    | .146    |

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                      |          | 1898.    | 1899.    | 1900.    | 1901.    | 1902. |
|------------------------------|----------|----------|----------|----------|----------|-------|
| Cost of road.....            | \$38,774 | \$47,333 | \$47,740 | \$57,981 | \$88,153 |       |
| " " equipment.....           | 12,405   | 12,766   | 12,766   | 12,766   | 16,961   |       |
| Other permanent invest.....  | 6,032    | 7,239    | 7,239    | 7,589    | 9,026    |       |
| Cash and current assets..... | 780      | 990      | 2,073    | 3,825    | 3,072    |       |
| Profit and loss (deficit)... |          |          | 682      |          | 33,813   |       |

Total.....\$45,586 \$67,967 \$70,500 \$82,161 \$151,026

**LIABILITIES.**

|                                |          |          |          |          |           |
|--------------------------------|----------|----------|----------|----------|-----------|
| Capital stock.....             | \$44,225 | \$50,000 | \$50,000 | \$50,000 | \$ 50,000 |
| Funded debt.....               |          |          |          | 30,606   | 30,000    |
| Current liabilities.....       | 78       | 17,835   | 20,500   |          | 71,026    |
| Profit and loss (surplus)..... | 1,283    | 132      |          | 1,555    |           |

Total.....\$45,586 \$67,967 \$70,500 \$82,161 \$151,026

PLANT AND EQUIPMENT.—Miles of track (electric) 6.09; 8 motor cars; 250 H. P. station plant; Ft. Wayne generators, West. Gen. Elec. and Lorain motors, Wason and Jones cars, Peckham trucks.

OFFICERS.—Pres. L. R. Eddy, V. Pres. E. N. Bigelow, Sec. Charles Haggerty, Treas. John Flint, Supt. & Pur. Agt. J. B. Potter.

DIRECTORS.—Lyman R. Eddy, Elisha N. Bigelow, John Flint, Charles Haggerty, Oscar Shumway, Webster, Mass.; Chas. L. Campbell, Putnam, Conn.; Warren D. Chase, Danielson, Conn.; George M. Cole, Plattsburgh, N. Y.; Henry J. Conant, Boston, Mass.

GENERAL OFFICE, 95 Main St., Webster, Mass.

Date of information, Dec., 1902.

**WESTBOROUGH.**

Population in 1880, 5,214, in 1890, 5,195, in 1900, 5,400.

**Marlborough & Westborough Street Railway Co.**—Chartered by special grant in 1896.

CAPITAL STOCK, authorized and issued, \$160,000.

FUNDED DEBT, \$160,000.

| OPERATION.—                  |  | May 1 to Sept. 30. | Year ending Sept. 30. |
|------------------------------|--|--------------------|-----------------------|
|                              |  | 1901.              | 1902.                 |
| Total receipts.....          |  | \$21,339           | \$31,725              |
| Operating expenses.....      |  | 11,609             | 26,618                |
| Earnings from operation..... |  | 9,730              | 5,107                 |
| Deductions from earnings.    |  |                    |                       |
| Interest on bonds.....       |  | 2,000              | 8,000                 |
| " " floating debt.....       |  | 2,285              | 2,512                 |
| Taxes.....                   |  |                    | 2,845                 |
| Other deductions.....        |  | 1,112              | 1,784                 |
| Net income.....              |  | 4,333              | *10,034               |
| Total surplus.....           |  |                    | 4,887                 |

\*Deficit.

Please note date of information at end of each report.

## OPERATING EXPENSES.—Year ending Sept. 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 4,113 |
| Transportation.....                    | 18,753   |
| Maintenance of way and structures..... | 2,456    |
| "    "    equipment.....               | 1,297    |
| Total.....                             | \$26,618 |

## STATISTICS OF TRAFFIC.

|                                      | May 1 to<br>Sept. 30,<br>1901. | Year<br>ending<br>Sept. 30<br>1902. |
|--------------------------------------|--------------------------------|-------------------------------------|
| Passengers carried.....              | 363,550                        | 672,614                             |
| Car miles run.....                   | 86,965                         | 167,527                             |
| Total receipts per car mile.....     | \$ .246                        | \$ .189                             |
| Operating expenses per car mile..... | .134                           | .159                                |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|
| Cost of road.....           | \$211,722 | \$212,942 |
| "    equipment.....         | 58,210    | 60,547    |
| Land and buildings.....     | 84,561    | 84,561    |
| Other permanent invest..... | 14,759    | 15,449    |
| Cash.....                   | 7,442     | 3,086     |
| Material and supplies.....  |           | 664       |

Total.....\$376,694 \$377,248

| LIABILITIES.                   | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$160,000 | \$160,000 |
| Funded debt.....               | 160,000   | 160,000   |
| Accrued liabilities.....       | 2,361     | 2,361     |
| Current ".....                 | 50,000    | 50,000    |
| Profit and loss (surplus)..... | 4,333     | 4,887     |

Total.....\$376,694 \$377,248

PLANT AND EQUIPMENT.—Miles of track (electric), 13.9; 12 motor cars.

OFFICERS.—Pres. William N. Davenport, V. Pres. Edward F. Blodgett, Sec. & Treas. Walter R. Dame, Supt. H. C. Garfield, Westborough.

DIRECTORS.—Wm. M. Davenport, Marlborough; Edward F. Blodgett, Geo. R. Damon, Leominster; Arthur M. Bridgeman, Stoughton; Adam F. Brown, Jerome Marble, M. P. Clough.

GENERAL OFFICE, Westborough, Mass.

Date of information, Mar., 1903.

**Westborough & Worcester Street Railway Co.**—Chartered May 29, 1900. This company has been consolidated with Marlborough and Westborough St. Ry. Co.

CAPITAL STOCK, authorized, \$60,000; paid in Sept. 30, 1900, \$30,000.

OFFICERS.—Pres. Edward F. Blodgett, V. Pres. Geo. R. Damon, Sec. & Counsel A. F. Brown, Treas. Walter R. Dame, Supt. Harry C. Garfield.

DIRECTORS.—Edward F. Blodgett, Alexander S. Paton, Leominster; Micajah P. Clough, Lynn; M. A. Coolidge, Fitchburg; Geo. R. Damon, A. F. Brown, Walter R. Dame.

GENERAL OFFICE, Westborough, Mass.

Date of information, Mar., 1903.

## WESTFIELD.

Population in 1880, 7,587, in 1890, 9,805, 1900, 12,310.

**Worcester Street Railway Co.**—The Highland Street Ry. Co. was consolidated with this company on May 18, 1895.

CAPITAL STOCK, authorized, \$250,000; issued, \$200,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$75,000; dated Jan. 1, 1900, due 1920; denom. \$1,000.

## OPERATION.—Year ending Sept. 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$22,977 | \$27,207 | \$54,772 | \$61,091 | \$64,489 |
| Operating expenses.....      | 21,045   | 21,993   | 37,172   | 45,858   | 44,820   |
| Earnings from operat'n.      | 1,932    | 5,214    | 17,600   | 15,233   | 19,669   |
| Deduct's from earnings.      |          |          |          |          |          |
| Interest.....                | 2,147    | 2,235    | 2,920    | 4,589    | 5,326    |
| Taxes.....                   | 677      | 793      | 1,041    | 2,379    | 2,463    |
| Other deductions....         | 1,239    | 1,518    | 1,578    | 1,481    | 533      |
| Net income.....              | *2,131   | 668      | 12,061   | 6,783    | 11,347   |
| Dividends.....               |          |          | 4,500    | 9,000    | 9,000    |
| To surplus account.....      |          |          | 7,561    | 2,347    | 2,347    |
| Credits to profit & loss.... |          |          | 2,000    | *2,217   |          |
| Total surplus account....    | *4,979   | *4,251   | 5,310    | 3,094    | 5,441    |

\* Deficit.

## OPERATING EXPENSES.

| Year ending Sept. 30,        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| General expenses.....        | \$ 1,874 | \$ 2,327 | \$ 2,995 | \$ 5,229 | \$ 4,192 |
| Transportation expenses..... | 16,585   | 15,813   | 25,581   | 31,008   | 32,899   |
| Maint'ce of way & bldgs.     | 1,337    | 1,527    | 3,138    | 2,861    | 1,889    |
| "    "    equip't.           | 1,249    | 2,326    | 5,458    | 6,761    | 5,849    |
| Total.....                   | \$21,045 | \$21,993 | \$37,172 | \$45,858 | \$44,820 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30,          | 1898.   | 1899.   | 1900.     | 1901.     | 1902.     |
|--------------------------------|---------|---------|-----------|-----------|-----------|
| Passengers carried.....        | 485,636 | 563,563 | 1,088,543 | 1,200,340 | 1,288,316 |
| Car miles run.....             | 257,497 | 217,523 | 366,408   | 393,279   | 398,873   |
| Gross recpts. p. car mile..... | \$ .089 | \$ .125 | \$ .149   | \$ .155   | \$ .162   |
| Oper. exp. p. car mile....     | .081    | .101    | .101      | .116      | .113      |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                       | 1898.    | 1899.    | 1900.     | 1901.     | 1902.     |
|-------------------------------|----------|----------|-----------|-----------|-----------|
| Cost of road.....             | \$71,271 | \$74,005 | \$137,970 | \$139,710 | \$152,202 |
| "    equipment.....           | 19,389   | 27,921   | 55,396    | 58,529    | 69,748    |
| Other permanent invest.....   | 24,618   | 27,543   | 47,086    | 51,343    | 51,666    |
| Cash and current assets.....  | 866      | 64,710   | 5,678     | 809       | 4,012     |
| Other assets.....             |          | 882      | 1,322     | 2,203     | 2,813     |
| Profit and loss (deficit).... | 4,919    | 4,251    |           |           |           |

Total.....\$121,063 \$199,312 \$247,452 \$252,594 \$280,441

| LIABILITIES.                  | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|----------|-----------|-----------|-----------|-----------|
| Capital stock.....            | \$75,000 | \$150,000 | \$150,000 | \$150,000 | \$200,000 |
| Funded debt.....              | 35,000   | 35,000    | 75,000    | 75,000    | 75,000    |
| Floating debt.....            | 11,063   | 14,312    | 17,142    | 24,500    |           |
| Profit and loss (surplus).... |          | 5,310     | 3,094     | 5,441     |           |

Total.....\$121,063 \$199,312 \$247,452 \$252,594 \$280,441

PLANT AND EQUIPMENT.—Miles of track (electric), 12.3; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 28 motor cars; Woodbury engines, West. dynamos and motors, Jones and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Jas. H. Bryan, V. Pres. R. B. Crane, Sec. and Treas. Chas. J. Little, Supt. Wm. H. Savey.

DIRECTORS.—R. D. Gillett, Henry W. Ely, J. A. Crane, H. M. Deucher, Luke H. Stowe, I. P. Pomeroy, Jas. H. Bryan, R. B. Crane, Chas. J. Little, Wm. H. Savey.

## WESTWOOD.

Population in 1890 (part of Dedham), in 1900, 1,112.

**Medfield & Medway Street Railway Co.**—Chartered Oct. 21, 1899. Commenced operation of electric railway in Medfield, Millis, Medway and Franklin on Feb. 26, 1900.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated July 1, 1900, due 1920; denom. \$1,000; int. payable Jan. and July.

## OPERATION.—

|                              | Period from<br>Feb. 26 to<br>Sept. 30,<br>1900. | —Year ending—<br>Sept. 30,<br>1901. | 1902.    |
|------------------------------|-------------------------------------------------|-------------------------------------|----------|
| Gross receipts.....          | \$13,524                                        | \$23,735                            | \$23,136 |
| Operating expenses.....      | 8,833                                           | 19,442                              | 20,261   |
| Earnings from operation..... | 4,691                                           | 4,293                               | 2,875    |
| Deductions from earnings.    |                                                 |                                     |          |
| Interest.....                | 833                                             | 6,568                               | 6,700    |
| Taxes.....                   |                                                 | 221                                 | 1,049    |
| Net income.....              | 3,858                                           | *2,591                              | *4,874   |
| Total surplus.....           |                                                 |                                     | *3,799   |

\* Deficit.

## GENERAL EXPENSES.

| Year ending Sept. 30, 1902.            |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 850   |
| Transportation expenses.....           | 16,743   |
| Maintenance of way and structures..... | 1,749    |
| "    "    equipment.....               | 920      |
| Total.....                             | \$20,261 |

## STATISTICS OF TRAFFIC.

| Year ending Sept. 30, 1902.          |         |
|--------------------------------------|---------|
| Passengers carried.....              | 477,346 |
| Car miles run.....                   | 203,782 |
| Total receipts per car mile.....     | \$ .114 |
| Operating expenses per car mile..... | .099    |

## BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                       | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|
| Cost of road.....             | \$208,684 | \$212,559 | \$214,789 |
| "    equipment.....           | 15,573    | 21,298    | 21,320    |
| Other permanent invests.....  | 1,292     | 1,292     | 1,312     |
| Cash.....                     | 7,544     |           | 1,170     |
| Other assets.....             |           | 3,949     | 1,044     |
| Profit and loss (deficit).... |           |           | 3,799     |

Total.....\$233,093 \$239,098 \$243,434

Please note date of information at end of each report.



| LIABILITIES.                   |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....               | 100,000   | 100,000   | 100,000   |
| Accounts payable.....          | 27,985    | 36,773    | 41,797    |
| Other liabilities.....         | 1,250     | 1,250     | 1,637     |
| Profit and loss (surplus)..... | 3,858     | 1,076     |           |
| Total.....                     | \$233,093 | \$239,098 | \$243,434 |

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 60 lb. rail; 10 motor cars, 2 snow plows; Gen. Elec. generators and motors.

OFFICERS.—Pres. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gore, Supt. Ezra E. Savage, Westwood.

DIRECTORS.—John F. Merrill, John R. Graham, Quincy; James A. Fitton, Alfred D. Gore, Dorchester; Frederick S. Gore, 54 Kilby St., Boston; Joseph Maloney, Boston; Walter H. Grose, So. Boston.

GENERAL OFFICE, Westwood, Mass.

Date of information, Mar., 1903.

### WORCESTER.

Population in 1880, 58,291, in 1890, 84,655, in 1900, 118,421.

**Worcester Railways & Investment Co.**—This company was organized in 1901, to control the street railways centering in Worcester. It succeeds the Worcester Traction Co., with added roads. The company controls the Worcester Consolidated Street Ry. (which in turn controls the old Consolidated Co.), the Worcester & Suburban Street Ry., the Leominster & Clinton Street Ry., and the Worcester & Marlboro Street Ry., covering about 135 miles of track, together with the Electric Manufacturing Co., which leases its power house to the Worcester Consolidated Street Ry. Co.; also the Quinsigamond Park Co., which company leases to the Worcester Consolidated Co. the right to land its passengers in the park. The stockholders of the Worcester Traction Co. received 2 shares of the stock of this company in exchange for 5 shares of their common stock, and for each 100 shares of their preferred stock 105 shares of this stock, and in addition \$3 per share in cash, the latter representing the accrued dividend to Aug. 1, 1901, or for each \$100 of preferred stock had the privilege of exchanging for \$108 per share in cash. The company is governed by Massachusetts laws, and pays 4½ per cent. on stock and is free from taxes. A dividend of 2½ p. c. was paid Feb. 1, 1902.

**Capital Stock**, \$6,000,000. In Mar., 1902, the company voted to increase the capital stock to \$7,000,000.

**Trustees.**—Col. A. George Bullock, Hon. Stephen Salisbury, Worcester; T. J. Coolidge, Jr., Samuel Carr, Boston; Frederick W. Kendrick, Boston, Mass.

Date of information, Mar., 1903.

**Worcester Consolidated Street Railway Co.**—Chartered 1886. This company leases the property of the North End Street Ry. Co., for a term of 99 years from Aug. 1, 1895, at a rental (1901) of \$8,000 per annum; also the property of the Worcester & Shrewsbury Street Ry. Co., for 99 years from July 1, 1896. On Mar. 1, 1901, the consolidation of this company with the Worcester & Suburban Street Ry. Co., the Worcester & Marlborough Street Ry. Co., the Worcester & Clinton Street Ry. Co., the Leominster & Clinton Street Ry. Co., the Clinton & Hudson Street Ry. Co. and the Fitchburg & Suburban was put into effect, and the company is now controlled by the Worcester Railways & Investment Co. The Worcester Consolidated Street Ry. Co. has issued stock in exchange for the stock of the Worcester & Suburban Street Ry. Co., the Worcester & Marlboro Street Ry. Co. and the Worcester & Clinton Street Ry. Co., and the capital stock of these three companies has been cancelled. The bonds of the Worcester & Suburban Ry. Co. have also been retired, as have also the bonds of the Leominster & Clinton Street Ry. Co., except that there are \$45,000 of coupon notes outstanding.

**Capital Stock.**—Authorized \$4,345,000, issued, \$3,550,000.

**Funded Debt.**—Debenture 4½ p. c. gold bonds, \$700,000; dated Mar. 1, 1900, due 1920; denom. \$1,000; int. payable Mar. and Sept., at Fourth National Bank, New York. First mortgage 5 p. c. bonds, \$315,000; int. payable Jan. and July, and April and Oct., at office of American Loan & Trust Co., Boston. 6 p. c. coupon notes, \$45,000; int. payable Apr. and Oct., at office of Fitchburg Trust Co., Fitchburg, Mass.

| Operation.—Year ending Sept. 30. |           |           |           |             |             |
|----------------------------------|-----------|-----------|-----------|-------------|-------------|
|                                  | 1898.     | 1899.     | 1900.     | 1901.       | 1902.       |
| Rechts. from pass....            | \$530,259 | \$602,618 | \$702,554 | \$1,023,083 | \$1,203,420 |
| " other sources ..               | 7,614     | 7,535     | 7,469     | 8,152       | 16,836      |
| " total.....                     | 537,873   | 610,153   | 710,023   | 1,031,235   | 1,220,256   |
| Operating exps.....              | 394,253   | 439,160   | 522,023   | 701,061     | 762,569     |
| Earn. from oper'n ..             | 143,620   | 170,993   | 188,000   | 330,174     | 457,687     |
| Deduct. from earn.               |           |           |           |             |             |
| Interest charges..               | 35,374    | 42,988    | 53,052    | 88,403      | 110,567     |
| Taxes.....                       | 20,305    | 34,556    | 37,356    | 51,966      | 88,783      |
| Rentals.....                     | 12,750    | 12,750    | 12,750    | 12,750      | 12,750      |
| Other charges....                | 3,896     | 5,448     | 5,460     |             | 66,376      |
| Net income.....                  | 71,295    | 75,251    | 79,382    | 177,056     | 179,210     |
| Dividends paid....               | 56,000    | 56,000    | 56,000    | 153,000     | 177,500     |
| To surplus account..             | 15,295    | 19,251    | 23,382    | 24,056      | 1,710       |

| Debits to profit & loss. |         |         |         |         |         |
|--------------------------|---------|---------|---------|---------|---------|
|                          | 19,700  | 23,394  |         |         |         |
| Total surplus acct. . .  | 116,785 | 116,337 | 116,325 | 226,848 | 353,992 |
| P.'c. op. expenses to    |         |         |         |         |         |
| total receipts.....      | 73.3    | 71.9    | 73.5    | 68.0    | 62.5    |

#### OPERATING EXPENSES.

| Year ending Sept. 30,        |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
|                              | 1899.     | 1900.     | 1901.     | 1902.     |
| General expenses.....        | \$ 61,205 | \$ 67,519 | \$ 62,031 | \$ 87,121 |
| Main. of way and buildings.. | 44,123    | 60,887    | 456,848   | 62,791    |
| " " equipment.....           | 49,253    | 59,790    | 63,765    | 108,920   |
| Transportation expenses..... | 284,579   | 333,827   | 118,418   | 503,737   |
| Total.....                   | \$439,160 | \$522,023 | \$701,061 | \$762,569 |

#### STATISTICS OF TRAFFIC.

| Year ending Sept. 30,       |            |            |            |            |
|-----------------------------|------------|------------|------------|------------|
|                             | 1899.      | 1900.      | 1901.      | 1902.      |
| Passengers carried.....     | 12,193,002 | 14,298,120 | 20,369,513 | 24,522,299 |
| Car miles run.....          | 2,356,649  | 2,653,952  | 4,629,736  | 4,769,386  |
| Total recpts. per car mile. | \$ .258    | \$ .265    | \$ .223    | \$ .256    |
| Op. ex. per car mile.....   | .186       | .197       | .151       | .160       |

#### Balance Sheet.—Dated Sept. 30,

| ASSETS.                     |             |             |             |             |
|-----------------------------|-------------|-------------|-------------|-------------|
|                             | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road.....           | \$1,228,011 | \$1,278,016 | \$2,824,391 | \$3,235,800 |
| " equipment.....            | 316,401     | 364,013     | 1,082,643   | 1,295,894   |
| Land and buildings.....     |             |             | 853,675     | 989,475     |
| Other perm. investments..   |             |             | 44,234      | 44,253      |
| Cash and current assets ..  | 40,376      | 38,594      | 189,745     | 413,630     |
| Real estate & other assets. | 205,454     | 244,712     | 61,372      |             |
| Miscellaneous assets.....   | 22,865      | 20,002      |             | 114,485     |
| Total.....                  | \$1,813,107 | \$1,945,337 | \$5,056,059 | \$6,093,537 |

#### LIABILITIES.

|                             | 1900,000    | 700,000     | \$2,550,000 | \$3,550,000 |
|-----------------------------|-------------|-------------|-------------|-------------|
| Capital stock .....         |             |             |             |             |
| Funded debt.....            | 650,000     | 700,000     | 1,405,000   | 1,203,000   |
| Real estate mortgages....   | 4,500       | 4,500       | 4,500       | 4,500       |
| Accounts payable.....       | 320,774     | 381,710     | 849,437     | 962,806     |
| Accrued liabilities.....    | 21,496      | 42,802      | 20,274      | 19,238      |
| Profit and loss (surplus).. | 116,337     | 116,325     | 226,848     | 353,992     |
| Total.....                  | \$1,813,107 | \$1,945,337 | \$5,056,059 | \$6,093,537 |

**Plant and Equipment.**—Miles of track (electric), 136.2; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 325 motor cars, 13 other cars, 32 snow plows; Lake Erie engines, Gen. Elec. and West. dynamos and motors, Laclede, Jones, Laconia, Bradley and Stephenson cars.

**Officers.**—Pres. F. H. Dewey, V. Pres. A. Geo. Bullock, Sec. & Treas. J. W. Lester, Gen. Man. R. T. Laffin, Div. Supts. Thos. A. Leach, J. B. Gorman, G. H. Burgess, Supt. of Motive Power, Wm. Pestell.

**Directors.**—A. Geo. Bullock, F. H. Dewey, Samuel E. Winslow, L. N. Kinnicutt, Stephen Salisbury, Philip W. Moen, A. G. Bullock, Worcester; Oliver Ames, A. D. Foster, F. W. Kendrick, F. R. Hart, Boston.

**General Office**, State Mutual Bldg., Worcester, Mass.

**References.**—Consolidation plans, Vol. XVI, Mar. 24, '00, p. 303, Dec. 8, '00, p. 1198 (map); extension of plant, Vol. XVI, Sept. 1, '00; p. 815; consolidation, Vol. XVIII, July 20, '01, p. 81; description of road, Vol. XIX, Apr. 5, '02, p. 419 (ill.); description of road, Vol. XX, Dec. 6, '02, p. 887 (ill.).

Date of information, Mar., 1903.

For map of road see page 107.

**Worcester & Marlborough Street Railway Co.**—This road commenced operation July 1, 1897. The consolidation of this company with the Worcester Consolidated Street Ry. Co., went into effect Mar. 1, 1901.

**Capital Stock** has been exchanged for capital stock of the Worcester Consolidated Street Ry. Co., and cancelled.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$200,000; dated Oct. 1, 1897, due 1917; denom. \$1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston Mass., trustee of mortgage.

Date of information, Mar., 1903.

**Worcester & Clinton Street Railway Co.**—This road commenced operation Dec. 1, 1898. The consolidation of this company with the Worcester Consolidated went into effect Mar. 1, 1901.

**CAPITAL STOCK** has been exchanged for capital stock of the Worcester Consolidated Street Ry. Co., and cancelled.

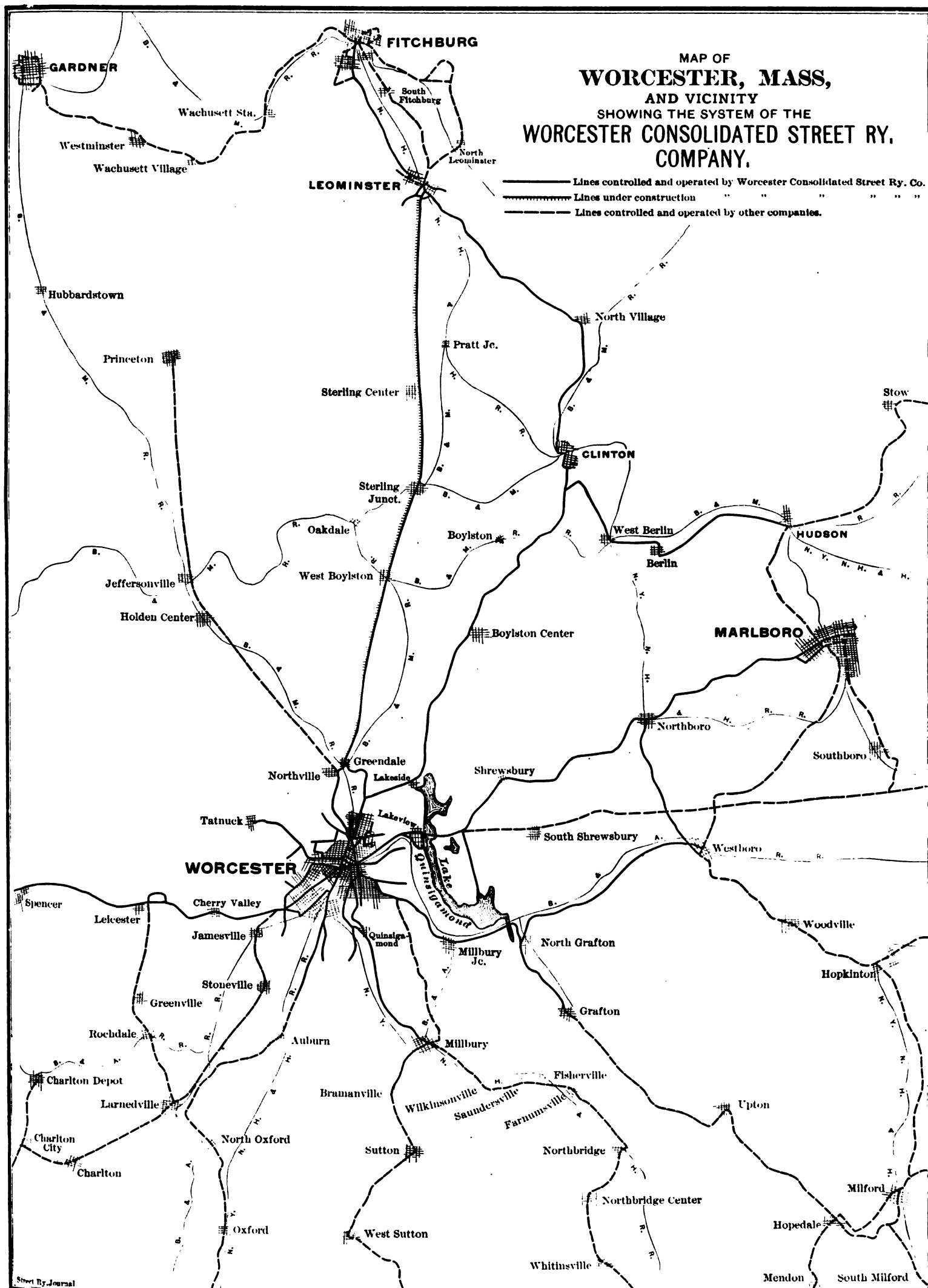
**FUNDED DEBT.**—First mortgage 5 p. c. bonds, \$115,000; dated Jan. 1, 1899, due 1919.

Date of information, Mar., 1903.

**Worcester & Blackstone Valley Street Railway Co.**—This is a reorganization of the Blackstone Valley Street Ry. Co., which was sold at receiver's sale on Apr. 23, 1897. This road runs from Worcester to Whitinsville.

**CAPITAL STOCK**, authorized and issued, \$60,000; par value, \$100 per share.

Please note date of information at end of each report.



| OPERATION.—Year ending Sept. 30, |          |          |          |          |          |
|----------------------------------|----------|----------|----------|----------|----------|
|                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Total receipts.....              | \$14,070 | \$16,561 | \$18,717 | \$32,229 | \$55,811 |
| Operating expenses....           | 11,498   | 14,876   | 16,008   | 27,758   | 37,193   |
| Earnings from operation.         | 2,572    | 1,685    | 2,709    | 4,471    | 18,618   |
| Interest.....                    |          |          |          |          | 7,431    |
| Taxes.....                       | .70      | 948      | 878      | 995      | 1,130    |
| Net income.....                  | 2,502    | 737      | 1,831    | 3,476    | 10,056   |
| Dividends.....                   |          | 2,400    | 2,400    |          |          |
| To surplus account....           |          | *1,663   | *569     |          |          |
| Total surplus account..          | 2,423    | 936      | 246      |          | 13,778   |
| *Deficit.                        |          |          |          |          |          |

| OPERATING EXPENSES.                   |          |          |  |
|---------------------------------------|----------|----------|--|
| Year ending Sept. 30,                 | 1901.    | 1902.    |  |
| General expenses.....                 | \$ 3,679 | \$ 5,284 |  |
| Transportation expenses.....          | 15,917   | 11,912   |  |
| Maintenance of way and buildings..... | 4,860    | 6,052    |  |
| “ “ equipment.....                    | 3,303    | 3,945    |  |
| Total.....                            | \$27,758 | \$37,193 |  |

| STATISTICS OF TRAFFIC.               |         |           |  |
|--------------------------------------|---------|-----------|--|
| Year ending Sept. 30,                | 1901.   | 1902.     |  |
| Passengers carried.....              | 644,384 | 1,094,724 |  |
| Car miles run.....                   | 166,867 | 286,206   |  |
| Total receipts per car mile.....     | \$ .193 | \$ .195   |  |
| Operating expenses per car mile..... | .166    | .130      |  |

| BALANCE SHEET.—Dated Sept. 30, |          |           |           |           |           |
|--------------------------------|----------|-----------|-----------|-----------|-----------|
| ASSETS.                        | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....              | \$77,185 | \$ 98,104 | \$143,513 | \$242,862 | \$251,974 |
| “ equipment.....               | 11,535   | 15,091    | 15,091    | 55,305    | 65,906    |
| Land and buildings.....        | 314      | 3,324     | 5,493     | 68,265    | 133,625   |
| Cash and current assets.       | 1,283    | 1,468     | 5,069     | 5,591     | 9,622     |
| Other assets.....              | 1,063    | 453       | 286       | 1,416     | 1,775     |
| Total.....                     | \$91,390 | \$118,440 | \$169,452 | \$373,440 | \$462,901 |

| LIABILITIES.                 |          |           |           |           |           |
|------------------------------|----------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$60,000 | \$60,000  | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Current liabilities.....     |          |           | 106,564   | 301,569   | 382,211   |
| Accrued liabilities.....     |          |           |           | 8,149     | 6,911     |
| Other liabilities.....       | 28,967   | 57,504    | 2,642     | 3,722     |           |
| Profit and loss (surplus)... |          | 2,423     | 936       | 246       | 13,778    |
| Total.....                   | \$91,390 | \$118,440 | \$169,452 | \$373,440 | \$462,901 |

PLANT AND EQUIPMENT.—Miles of track (electric), 16.4; gauge 4 ft. 8½ in.; 80 lb. T rail, 18 motor cars, 3 snow plows; West dynamos and motors, Wason cars.

OFFICERS.—Pres. Matthew J. Whittall, V. Pres. & Treas. Alfred Thomas, Sec. Willard E. Ballou, Supt. Jas. W. Anderson.

DIRECTORS.—Matthew J. Whittall, Alfred Thomas, Frederick W. Moore, Thomas T. Wilmarth, Willard E. Ballou, M. P. Whittall, Frederick E. Chase.

GENERAL OFFICE, Worcester, Mass.

Date of information, Mar., 1903.

Worcester & Webster Street Ry. Co.—This company placed its road in operation on Oct. 21, 1899.

CAPITAL STOCK, \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$150,000; due Dec. 1, 1919.

| OPERATION.—               |                                    |                       |          |
|---------------------------|------------------------------------|-----------------------|----------|
|                           | Period Oct. 21, 1899, to Sept. 30, | Year ending Sept. 30, |          |
|                           | 1900.                              | 1901.                 | 1902.    |
| Gross receipts.....       | \$51,581                           | \$56,563              | \$61,437 |
| Operating expenses.....   | 42,076                             | 52,165                | 51,536   |
| Earnings from operation.  | 9,505                              | 4,398                 | 9,901    |
| Deductions from earnings. |                                    |                       |          |
| Interest.....             | 3,759                              | 15,717                | 21,650   |
| Taxes.....                | 1,147                              | 2,039                 | 5,372    |
| Other deductions...       |                                    | 3,000                 |          |
| Net income.....           | 4,599                              | *16,358               | *17,121  |
| Total surplus.....        | 4,599                              | *11,758               | *62,057  |
| *Deficit.                 |                                    |                       |          |

| OPERATING EXPENSES.                   |          |          |  |
|---------------------------------------|----------|----------|--|
| Year ending Sept. 30,                 | 1901.    | 1902.    |  |
| General expenses.....                 | \$10,121 | \$ 5,761 |  |
| Transportation expenses.....          | 28,252   | 37,589   |  |
| Maintenance of way and buildings..... | 5,705    | 2,929    |  |
| “ “ equipment.....                    | 8,087    | 5,258    |  |
| Total.....                            | \$52,165 | \$51,536 |  |

| STATISTICS OF TRAFFIC.               |         |         |  |
|--------------------------------------|---------|---------|--|
| Year ending Sept. 30,                | 1901.   | 1902.   |  |
| Passengers carried.....              | 930,884 | 987,890 |  |
| Car miles run.....                   | 289,597 | 311,687 |  |
| Total receipts per car mile.....     | \$ .195 | \$ .194 |  |
| Operating expenses per car mile..... | .180    | .162    |  |

| BALANCE SHEET.—Dated Sept. 30, |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| ASSETS.                        | 1900.     | 1901.     | 1902.     |
| Cost of road.....              | \$207,248 | \$213,118 | \$245,296 |
| “ equipment.....               | 50,262    | 89,327    | 89,327    |
| Other permanent invests.....   | 131,099   | 143,794   | 143,842   |
| Cash and current assets.....   | 4,991     | 23,547    | 6,930     |
| Miscellaneous assets.....      | 6,316     | 4,502     | 2,549     |
| Profit and loss (deficit)..... |           | 11,758    | 62,057    |
| Total.....                     | \$399,916 | \$486,046 | \$550,000 |

| LIABILITIES.                   |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$150,000 | \$150,000 | \$150,000 |
| Funded debt.....               | 150,000   | 150,000   | 150,000   |
| Loans and notes payable.....   | 89,000    | 180,564   | 240,383   |
| Accrued liabilities.....       | 6,316     | 5,482     | 9,617     |
| Profit and loss (surplus)..... | 4,599     |           |           |
| Total.....                     | \$399,916 | \$486,046 | \$550,000 |

PLANT AND EQUIPMENT.—Mile of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail, 17 motor cars, 2-555 k. w. West. generators, West. motors, Laconia cars and trucks.

OFFICERS.—Pres. Edgar S. Hill, V. Pres. E. N. Sanderson, Sec. Harry E. Back, Treas. & Supt. J. B. Potter.

DIRECTORS.—Edgar S. Hill, E. N. Sanderson, Harry E. Back, J. B. Potter, Edward D. Robbins, Sidney A. Reeve.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

REFERENCES.—Description of road, Vol. XVI, July 7, '00, pp. 613-617 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903.

Boston and Worcester Electric Companies.—This is a voluntary association, with 38,775 shares of stock outstanding, par \$100, of which 18,780 shares are a 4 per cent. preferred stock issue and 19,995 shares are common stock. The company owns the Boston & Worcester Street Ry. Co., Framingham Union Street Ry. Co. and Framingham, Southboro & Middleboro Street Ry. Co.

OFFICERS.—Pres. Jas. F. Shaw, Sec. & Treas. Geo. A. Butman.

TRUSTEES.—N. W. Jordan, Philip Stockton, J. E. Toulmin, H. L. Burrage, Percy Parker, Robert Treat Paine, 2d, Charles Hayden, P. W. Moen, Arthur E. Childs, Wm. M. Butler, H. Fischer Eldredge, James F. Shaw, E. P. Shaw, Phineas W. Sprague, W. H. Trumbull.

OFFICE OF SECRETARY & TREASURER, 8 Congress Street, Boston, Mass.

Date of information, Feb., 1903.

Boston & Worcester Street Railway Co.—This road is under construction and will be 43.89 miles in length.

CAPITAL STOCK, authorized and issued, \$1,000,000.

OFFICERS.—Pres. Wm. M. Butler, V. Pres. H. F. Eldredge, Sec. & Treas. Geo. A. Butman, Gen. Man. Jas. F. Shaw, Supt. A. C. Ralph.

DIRECTORS.—Albion R. Clapp, Wm. M. Butler, Chas. W. Shippee, Arthur E. Childs, Alex. B. Bruce, Chas. C. Peirce, H. F. Eldredge, P. W. Sprague, W. H. Trumbull, J. W. Whipple, Geo. A. Butman, Fred. C. Hinds.

Reference.—Description of road, Vol. XX, Oct. 4, '02, p. 550 (ill.).

GENERAL OFFICE, 8 Congress Street, Boston, Mass.

Date of information, Mar., 1903.

Worcester and Holden Street Railway Co.—This company expects to commence operation May 1, 1903.

CAPITAL STOCK, authorized and issued, \$100,000.

PLANT AND EQUIPMENT.—Miles of track, (electric), 8; 70 lb. T and 90 lb. girder rail.

OFFICERS.—Pres. Augustus B. R. Sprague, V. Pres. Henry W. Warren, Sec. & Treas. Edgar S. Douglass.

DIRECTORS.—Augustus B. R. Sprague, H. W. Warren, Stephen Salisbury, Otis E. Putnam, Chas. C. Milton, J. E. Fuller.

GENERAL OFFICE, 452 Main Street, Worcester, Mass.

Date of information, Mar., 1903.

Worcester, Rochdale & Charlton Depot Street Railway Co.—This road was opened July 21, 1902, and is operated by the Worcester & Southbridge St. Ry. Co.

CAPITAL STOCK, \$40,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.

Please note date of information at end of each report.

**OFFICERS.**—Pres. Irvine E. Comins, V. Pres. Geo. W. Wells, Sec., Treas. & Gen. Man. Wilford A. Bailey, Supt. Leavenworth Wheeler.

**DIRECTORS.**—I. E. Comins, A. S. Wolfe, Geo. W. Wells, Wilford A. Bailey, Frank A. Kemp.

**GENERAL OFFICE,** 518 Main St., Worcester, Mass.

**Date of information,** Mar., 1903. z

**Hartford & Worcester Street Railway Co.**—This company is building an electric railway from Hartford, Conn., to Worcester, Mass.

**INCORPORATORS.**—Chas. H. Wilson, F. C. Hinds, Boston, Mass., R. A. Stewart, Worcester, Mass.; Thos. C. Perkins, Hartford.

**Date of information,** Nov., 1901. x

## MICHIGAN.

### ADRIAN.

Population in 1880, 7,849, in 1890, 8,756, in 1900 (local estimates), 11,000.

**Adrian Street Railway Co.**—This company was chartered Feb. 13, 1900, for thirty years, as a reorganization of the Adrian Electric Street Railway Co., whose road was sold at receiver's sale on Dec. 17, 1897, to A. P. Southworth.

**CAPITAL STOCK,** authorized, \$40,000, issued, \$30,000, par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$25,000; dated Apr. 1, 1900, due 1925; int. payable Apr. and Oct.; sinking fund provided for.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 38 lb. to 60 lb. T and girder rail; 8 motor cars; Walker and Gen. Elec. motors.

**OFFICERS.**—Pres. & Gen. Man. A. P. Southworth, Supt. F. M. Drake.

**GENERAL OFFICE,** 25 E. Maumee St.

**Date of information,** Mar., 1903. z

### BAY CITY.

Population in 1880, 20,693, in 1890, 27,839, in 1900, 27,628. Population served in 1901, 65,000.

**Bay Cities Consolidated Railway Co.**—Chartered Mar., 1893, for 30 years. Annual meeting second Tuesday in Mar.

This company is now being reorganized and will probably be out of the hands of the receivers during the next few months.

Second mortgage 6 p. c. bonds, authorized and issued, \$50,000; dated Nov. 21, 1896; int. payable semi-annually at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Receiver's certificates, 6 p. c., \$295,000, issued June, 1900, \$119,000 of which were used to retire a prior lien.

**PLANT AND EQUIPMENT.**—Miles of main line, 25, of second track, 5, of sidings, 3, total track (electric), 33; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 4 horses, 50 motor cars; 2-500 K. W. Siemens & Halske generators, 2-800 H. P. direct compound Russell engines, Gen. Elec. and West. motors, Brill, American and Stephenson cars, McGuire trucks.

**OFFICERS.**—Receivers M. P. Heraty (Philadelphia), J. C. Weadock (Bay City), Pres. M. P. Heraty, Gen. Man. & Pur. Agt. E. S. Dimmock, Ch. Engr. George Parker, Ch. Elec. J. J. Thorne.

**DIRECTORS.**—George E. Shaw, M. P. Heraty, M. Hipple, L. Johnson, Philadelphia, Pa.

**GENERAL OFFICE,** Bay City, Mich.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01 p. 309.

**Date of information,** Mar., 1903. z

### DETROIT.

Population in 1880, 116,340, in 1890, 205,876, in 1900, 285,704, in 1901 (local estimates), 303,120.

**Detroit United Railway.**—This company was organized in 1900 to effect consolidations of electric street railways, and to own and construct new lines in the city of Detroit, and has obtained ownership (through the Citizens' Traction Co.) of the Detroit Citizens' Street Ry. Co., the Detroit Electric Ry. and the Detroit, Fort Wayne & Belle Isle Ry. Co. In 1901, the company absorbed by purchase the Wyandotte & Detroit River Ry., the Detroit & Northwestern Ry., the Detroit & Pontiac Ry., the Detroit, Rochester, Romeo & Lake Orion Ry., the North Detroit Electric Ry., the Detroit & Utica Ry., also the entire capital stock of the Detroit & Port Huron Shore Line Ry., the Sandwich, Windsor & Amherstburg Ry., the City Electric Ry. and the electric light plant of Windsor, Ont.

**Capital Stock,** authorized and issued, \$12,500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 4½ p. c. gold coupon bonds, authorized, \$25,000,000; dated Jan. 1, 1902, due 1932; denom. \$1,000, subject to call in whole or in part at 105 and accrued interest on 60 days' notice; int. payable Jan. and July; Guaranty Trust Co., of New York, trustee of mortgage. These bonds are secured, principal and interest, by a first consolidated mortgage with the Guaranty Trust Co., and may be issued as follows: \$6,120,000 for acquiring additional street railway properties, and for improvements and extensions; \$3,000,000 to be used as directors may decide, and \$15,880,000 are to be reserved to retire the outstanding underlying bonds, \$1,775,000 have been issued, of which \$275,000 are held in the treasury.

#### UNDERLYING BONDS.

Detroit Citizens' Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, \$7,000,000, issued, \$6,585,000; dated July 1, 1895, due 1905; int. payable Jan. and July at office of Kean Van Cortlandt & Co., New York; trustee of mortgage, New York Security & Trust Co., of New York.

Highland Park Ry. Co.'s first mortgage 5 p. c. bonds, authorized, \$250,000, issued, \$140,000; dated Jan. 1, 1893, due 1908; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Detroit.

Detroit Ry. Co.'s first mortgage 5 p. c. gold bonds, \$1,800,000; coupon, but may be registered; dated 1895, due 1912-1924; denom. \$1,000; int. payable June and Dec.; trustee of mortgage, Cleveland Trust Co. These bonds numbers 1 to 600 mature in order of numbers, at \$50,000 per annum, commencing Dec. 12, 1912; numbers 601 and above mature Dec. 1, 1924.

Detroit Electric Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, \$2,800,000, issued, \$1,000,000; \$1,800,000 are held in escrow to retire first mortgage bonds of that amount; coupon, but may be registered; dated June, 1896, due 1916; denom. \$1,000; int. payable June and Dec., at office of Cleveland Trust Co., trustee of mortgage.

Detroit, Ft. Wayne & Belle Isle Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,200,000; dated Apr. 1, 1898, due 1927; int. payable Apr. and Oct.; trustee of mortgage, New York Security & Trust Co.

Detroit & Pontiac Ry. Co.'s first mortgage 5 p. c. gold bonds, \$500,000; dated Feb. 1, 1897, due. 1922; trustee of mortgage, Washington Trust Co., of New York.

Detroit & Pontiac Ry. Co.'s first consolidated mortgage 4½ p. c. gold bonds, authorized, \$1,100,000, issued, \$600,000; dated June 1, 1901, due 1926; denom. \$1,000; int. payable June and Dec., at office of Union Trust Co., of Detroit, trustee of mortgage. \$500,000 of these bonds are reserved to retire the first mortgage bonds. These bonds are subject to call at 105 and interest on 60 days' notice after June 1, 1911.

Wyandotte & Detroit River Ry. Co.'s first mortgage 5 p. c. gold bonds authorized, \$425,000; issued, \$225,000; in escrow (to retire \$200,000 now outstanding of a prior mortgage), \$200,000; dated Dec. 1, 1898, due 1918; int. payable June and Dec. at office of Union Trust Co., of Detroit, trustee of mortgage.

Detroit & Northwestern Ry. Co.'s first mortgage 4½ p. c. gold coupon bonds, authorized \$1,000,000 issued, \$855,000; dated May 1, 1901, due 1921 denom. \$100 and \$1,000; int. payable May and Nov., at the office of the Union Trust Co., of Detroit, trustee of mortgage. Subject to call at 105 and accrued interest on 60 days' notice after May 1, 1911.

Detroit, Rochester, Romeo & Lake Orion R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, \$1,250,000, issued, \$1,100,000; dated July 1, 1899, due 1919; denom. \$500 and \$1,000; int. payable Jan. and July, at office of the American Trust & Savings Bank, Chicago, trustee of mortgage, and the Guaranty Trust Co., New York.

Detroit & Flint Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized \$3,000,000, issued, \$1,400,000; coupon, but may be registered; dated Aug. 1, 1901, due 1921; int. payable Feb. and Aug.; City Trust Co., New York, trustee of mortgage. \$1,100,000 of these bonds are reserved to retire a like amount of the first mortgage bonds of the Detroit, Rochester, Romeo & Lake Orion R. R. Co. These bonds are subject to call at 100 and accrued interest on 60 days' notice after Aug. 1, 1911.

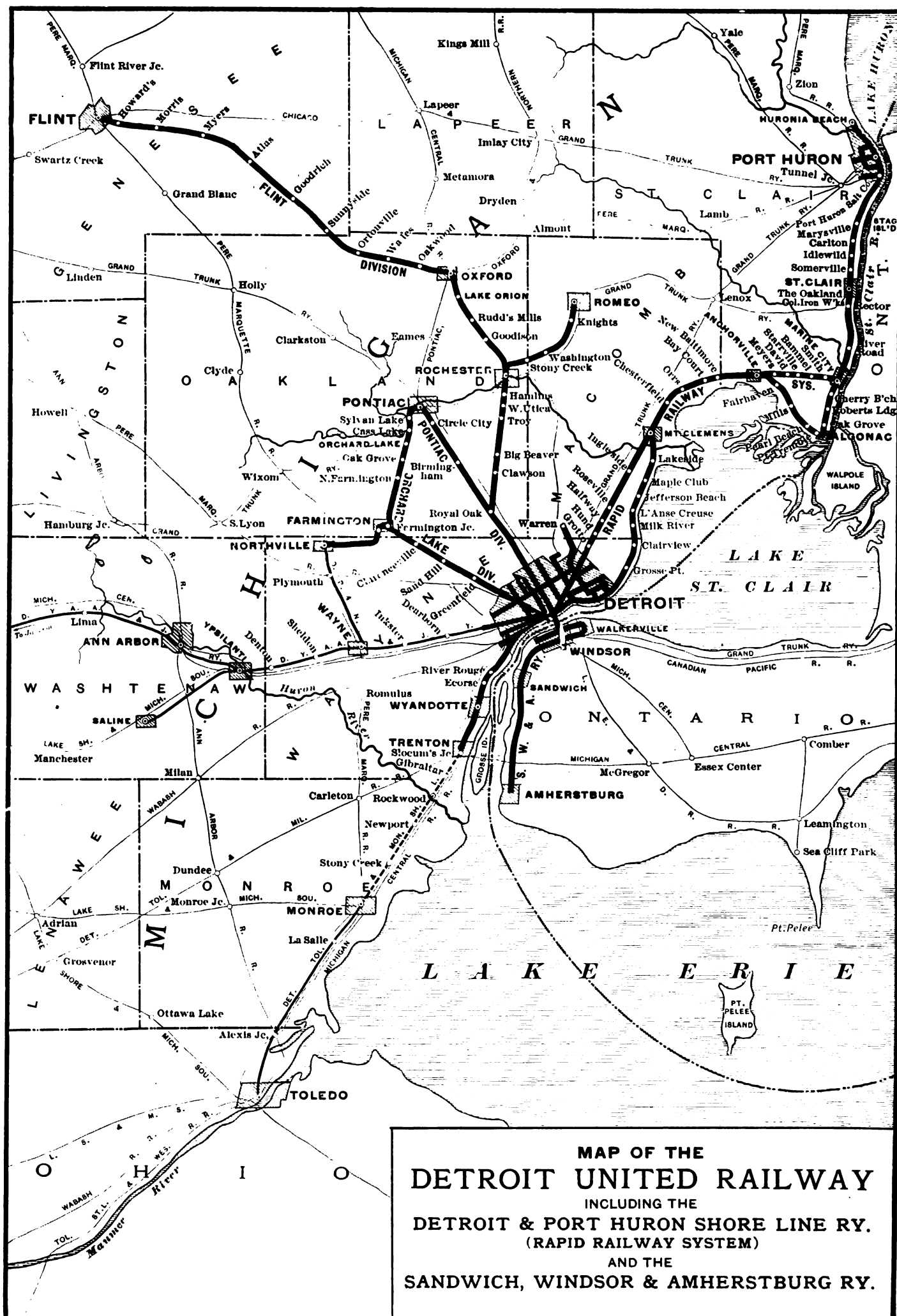
#### Operation.—Year ending Dec. 31,

|                                           | 1900.       | 1901.       | 1902.       |
|-------------------------------------------|-------------|-------------|-------------|
| Total receipts.....                       | \$2,589,836 | \$2,942,238 | \$3,501,754 |
| Operating expenses (including taxes)..... | 1,439,058   | 1,596,766   | 1,967,532   |
| Earnings from operation.....              | 1,150,778   | 1,345,473   | 1,534,222   |
| Interest on funded debt.....              | 638,317     | 675,344     | 815,004     |
| Net income.....                           | 512,461     | 670,129     | 719,218     |
| Dividends.....                            |             | 500,000     | 500,000     |
| Surplus.....                              |             | 170,129     | 219,218     |

Detroit United Railway, Rapid Railway System and Sandwich, Windsor & Amherstburg Ry. for year ending Dec. 31, 1902.

|                                           |             |
|-------------------------------------------|-------------|
| Receipts from passengers.....             | \$3,961,403 |
| “ “ other sources.....                    | 31,247      |
| “ total.....                              | 3,992,650   |
| Operating expenses (including taxes)..... | 2,260,786   |
| Earnings from operation.....              | \$1,731,864 |

Please note date of information at end of each report.



|                          |            |
|--------------------------|------------|
| Deductions from earnings |            |
| Interest.....            | 948,902    |
| Net income.....          | \$ 782,962 |
| Dividends.....           | 500,000    |
| Surplus.....             | \$ 282,962 |

## STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1902.

|                    | D. U. Ry.  | R. R. Sys. | S. W. & A. Ry. | TOTAL.     |
|--------------------|------------|------------|----------------|------------|
| Revenue pass....   | 71,891,137 | 3,495,828  | 1,463,824      | 76,850,789 |
| Transfer ".....    | 20,133,999 | 185,114    | 128,228        | 20,447,341 |
| Employee ".....    | 1,010,681  | 49,153     | 20,463         | 1,080,297  |
| Total pass....     | 93,035,817 | 3,730,095  | 1,612,515      | 98,378,427 |
| Receipts per rev.  |            |            |                |            |
| enue pass.....     | .0469      | .1019      | .0448          | .0494      |
| Réceipts per pass. | .0363      | .0955      | .0406          | .0386      |
| Car mileage.....   | 18,016 870 | 1,889,517  | 437,211        | 20,343,598 |
| Earn. per car mile | .193       | .223       | .151           | .195       |
| Exps. per car mile | .109       | .134       | .092           | .111       |
| Net earnings per   |            |            |                |            |
| car mile.....      | .084       | .099       | .059           | .084       |

Balance Sheet.—Dated Dec. 31, 1902.

## ASSETS.

|                                    |              |
|------------------------------------|--------------|
| Cost of road and equipment.....    | \$28,920,433 |
| Current assets.....                | 2,499,367    |
| Suspense account.....              | 19,159       |
| Discount on bonds.....             | 176,693      |
| Prepaid taxes, insurance, etc..... | 72,500       |
| Stores.....                        | 4,586        |
| Cash.....                          | 228,361      |
| Total.....                         | \$31,921,100 |

## LIABILITIES.

|                          |              |
|--------------------------|--------------|
| Capital stock.....       | \$12,500,000 |
| Mortgage bonds.....      | 17,380,000   |
| Current liabilities..... | 1,565,455    |
| Accident fund.....       | 909          |
| Insurance fund.....      | 93           |
| Unredeemed tickets.....  | 29,688       |
| Surplus.....             | 444,895      |
| Total.....               | \$31,921,100 |

**Plant and Equipment.**—Miles of track (electric), 379.5; total mileage, including Rapid Railway System and Sandwich, Windsor & Amherstburg Ry., 513.9 gauge, 4 ft. 8½ in.; 70 lb., 95 lb. and 98 lb. T and girder rail; 956 motor cars, of which 635 are closed cars and 321 are open cars; Allis engines, Siemens & Halske, Walker and West. dynamos, Steel, West and Gen. Elec. motors, Brill, Jones, Stephenson, Niles and Detroit United cars.

**Officers.**—Pres. & Gen. Man. J. C. Hutchins, V. Pres. Arthur Pack, Sec. Edwin Henderson, Asst. Sec. & Pur. Agt. A. E. Peters, Treas. George H. Russel, Cons. Engr. A. B. du Pont, Asst. Gén. Man. F. W. Brooks, Audr. Irwin Fullerton, Asst. Audr. Jos. Bampton, Gen. Supt. Albert H. Stanley, Asst. Gen. Supt. Harry Bullen, Supt. Motive Power Thomas Farmer, Asst. Supt. Motive Power E. J. Burdick, Supt. Roadway John Kerwin.

**Directors.**—H. A. Everett, J. C. Hutchins, E. W. Moore, R. A. Harman, R. B. Van Cortlandt, Arthur Pack, George H. Russel, H. S. Holt, Montreal, Que; H. R. Newcomb.

**General Office,** 12 Woodward Ave., Detroit, Mich.

**References.**—DETROIT UNITED RY.—Employees' interest in stock, Vol. XVII, Mar. 16, '01, p. 348; description of road, Vol. XX, Oct. 4, '02, p. 437 (map, ill.) DETROIT CITIZENS' STREET RY. Co.—Annual tax report, Vol. IX, Mar., '93, p. 197; franchise, Vol. IX, July, '93, p. 450; franchise decision, Vol. X, Dec., '94, p. 795; description of road, Vol. XI, Sept., '95, p. 559 (ill.); description of illuminated signs (brief), Vol. XII, May, '96, p. 287 (ill.); tally-ho cars, Vol. XVI, June 30, '00, p. 598; assessors valuations, Vol. XVI, July 14, '00, p. 666. DETROIT ELECTRIC RY. Co.—Description of road, Vol. XII, Jan. '96, p. 1 (ill.); description of track construction, Vol. XIII, Apr., '97, p. 224; description of track, Vol. XV, Feb., '99, p. 88 (ill.). DETROIT, FT. WAYNE & BELLE ISLE RY. Co.—Description of road, Vol. IX, Oct., '93, p. 668 (ill.). DETROIT & PONTIAC RY. Co.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.). WYANDOTTE & DETROIT RIVER RY.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Mar., 1903.

For map of road see page 110.

**Detroit & Toledo Shore Line.**—Chartered in 1899 to build a steam road from Toledo, O., to Trenton, Mich., a distance of 38 miles, but it is now being operated as an electric railway. The cars of this company connect at Trenton with the Wyandotte Division of the Detroit United Ry., and through cars will be operated between Toledo and Detroit. In Jan., 1902, a receiver was appointed to take charge of the road and an issue of \$214,900 receiver's certificates has been authorized.

**Funded Debt.**—New first mortgage 4¾ p. c. gold bonds, authorized \$3,000,000, none yet issued; coupon, but may be registered; dated Jan., 1902, due 1932; denom. \$1,000; int. payable Jan. and July, at office of Kean, Van Cortlandt & Co., New York; Manhattan Trust Co., New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Detroit United Ry.

**Officer.**—Gen. Man. & Recr. A. F. Edwards.

Date of information, Mar., 1902.

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**The Detroit, Ypsilanti, Ann Arbor & Jackson Railway.**—Organized in 1901, as the successor to the Detroit, Ypsilanti & Ann Arbor Ry. This company owns an electric railway from Detroit to Jackson, and from Ypsilanti to Saline, and a city system in Ann Arbor, and has made an agreement whereby it uses the tracks of the Detroit United Ry. in Detroit.

**Capital Stock,** authorized and issued, \$2,600,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$2,600,000, issued, \$1,610,000; in escrow, \$990,000, to retire Detroit, Ypsilanti & Ann Arbor Ry.'s first mortgage and consolidated mortgage bonds; dated Feb. 1, 1901, due 1926; denom. \$500 and \$1,000; Detroit Trust Co., Detroit, trustee of mortgage.

The Detroit, Ypsilanti & Ann Arbor Ry.'s first mortgage 6 p. c. bonds, authorized and issued, \$600,000; dated Nov. 1, 1897, due 1917; denom. \$500 and \$1,000; trustee of mortgage Union Trust Co., of Detroit, Mich.

The Detroit, Ypsilanti & Ann Arbor Ry.'s consolidated first mortgage 6 p. c. gold bonds authorized, \$1,000,000, issued, \$330,000; in escrow to retire the outstanding first mortgage bonds, \$600,000; in treasury, \$70,000; dated Feb. 1, 1899, due 1924; denom. \$500 and \$1,000; int. payable Feb. and Aug. at office of Union Trust Co., of Detroit, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 77 lb. girder and 70 and 75 lb. T rail; 32 motor cars; 10 450 H. P. W. Church Kerr engines, West. dynamos and motors, Barney & Smith cars and trucks.

**Officers.**—Pres. James D. Hawks, V. Pres. & Treas. S. F. Angus, Sec. F. A. Hinchman.

**Directors.**—S. F. Angus, Geo. M. Crocker, A. L. C. Henry, J. D. Hawks, O. Bingham.

**General Office,** Majestic Bldg., Detroit, Mich.

**References.**—Description of road and power plant, Vol. XX, Oct. 4, '02, p. 485 (ill.)

Date of information, Mar., 1903.

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**Detroit, Port Huron & Shore Line Railway Co.**—Incorporated in May 1900, as a consolidation of the Rapid Railway, the Detroit, Mt. Clemens & Marine City Ry., (with its constituent companies the Mt. Clemens & Lake Side Traction Co., and the Detroit & River St. Clair Ry.) the Port Huron, St. Clair & Marine City Ry., the City Electric Ry. of Port Huron, the Rapid Railroad Co. and the Detroit & Lake St. Clair Ry. The new company owns the capital stock of each of its constituents, and will be known as the Rapid Railway System, operating all the electric lines in Mt. Clemens and Port Huron, and the interurban line from Detroit through Mt. Clemens, New Baltimore, Algonac, Marine City and St. Clair, to Port Huron.

**Capital Stock,** \$2,500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage, 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$1,392,000; in escrow to retire prior liens, \$783,000; in treasury for future improvements \$325,000; dated July 1, 1900, due, 1950; denom. \$1,000; coupon but may be registered, int. payable Jan. and July at office of Union Trust Co., of Detroit, trustee of mortgage.

**Plant and Equipment.**—Miles of track, (electric) 120.71; gauge, 4 ft. 8½ in.; 70 lb. rail; 50 motor cars.

**Officers.**—Pres. J. C. Hutchins, Detroit; Sec. A. E. Peters, Detroit, Treas. Geo. H. Russel, Detroit; Gen. Man. F. W. Brooks, Detroit; Gen. Supt. W. O. Wood, Port Huron, Mich.; Ch. Engr., Elecn. & Mast. Mech. A. C. Marshall, New Baltimore, Mich.

**General Office,** 12 Woodward Ave., Detroit Mich.

**Power Station,** New Baltimore, Mich.

Date of information, Mar. 1903.

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**The Rapid Railway Co.**—Chartered Mar. 1, 1894. This company has a traffic agreement with the Detroit Citizens' Street Ry. Co. This system is now controlled by the Detroit & Port Huron Shore Line Ry. Co.

**Capital Stock,** authorized and issued, \$250,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$300,000; dated Mar. 1, 1895, due 1915; coupon, but may be registered; denom. \$1,000; int. payable Mar. and Sept. at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Consolidated mortgage, 5 p. c. gold bonds, authorized, \$600,000, issued, \$300,000; in escrow to retire first mortgage bonds, \$300,000; dated May 1, 1896, due, 1916, denom. \$1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Please note date of Information at end of each report.



**Operation.**—Year ending Dec. 31, 1902.

|                                           |           |
|-------------------------------------------|-----------|
| Receipts from passengers.....             | \$422,070 |
| " other sources.....                      | 3,850     |
| " total.....                              | 425,920   |
| Operating expenses (including taxes)..... | 253,003   |
| Earnings from operation.....              | 172,917   |
| Deductions from earnings.....             |           |
| Interest.....                             | 127,319   |
| Dividend to Detroit United Ry.....        | 2,750     |
| Net income.....                           | 42,848    |

**Balance Sheet.**—Dated Dec. 31, 1902.

| ASSETS.                            |             |
|------------------------------------|-------------|
| Cost of road and equipment.....    | \$4,618,794 |
| Current assets.....                | 1,309       |
| Stores.....                        | 25,612      |
| Prepaid taxes, insurance, etc..... | 7,338       |
| Accident fund.....                 | 4,471       |
| Total.....                         | \$4,657,524 |
| LIABILITIES.                       |             |
| Capital stock.....                 | \$2,000,000 |
| Funded debt.....                   | 2,465,000   |
| Detroit United Railway.....        | 138,911     |
| Current liabilities.....           | 15,625      |
| Surplus.....                       | 37,988      |
| Total.....                         | \$4,657,524 |

**Plant and Equipment.**—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 42 motor cars, 32 trail cars and 45 freight cars; West. dynamos and motors, Jackson & Sharp, Barney & Smith and Kuhlman cars.

**Officers.**—Pres. J. C. Hutchins, Treas. Geo. H. Russel, V. Pres. & Gen. Man. F. W. Brooks, Ch. Engr. A. C. Marshall.

**General Office,** 12 Woodward Ave., Detroit, Mich.

**Power Station,** New Baltimore, Mich.

**References.**—Description of road, Vol. XV, Jan., '99, p. 1 (ill.) new equipment, Vol. XVI, Feb. 3, '00, p. 119 (ill.)

Date of information, Mar., 1903.

**Detroit, Lake Shore & Mt. Clemens Railway.**—Chartered in 1897, to build an electric railway from Detroit to Mt. Clemens. This road was placed in operation Oct. 1, 1898. On Apr. 1, 1900, the property was sold to the Detroit & Lake St. Clair R.R. Co., which is now operating it.

**Capital Stock,** \$300,000.

**Funded Debt.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$350,000; issued, \$90,000; held in escrow, \$260,000 (see Note); dated May 2, 1898, due 1928; denom. \$1,000; int. payable May and Nov., at office of New York Security & Trust Co., trustee of mortgage.

**Note.**—\$260,000 of the consolidated mortgage are held to retire the first mortgage at maturity, July 1, 1927.

**Plant and Equipment.**—Miles of track (electric) owned, 17.97; trackage rights, 8.5; 10 motor cars.

**Officers.**—Pres. M. B. Mills, V. Pres. & Audr. T. E. Gaghan, Sec. Thomas N. Fordyce, Treas. F. T. Ranney.

**General Office,** Detroit, Mich.

Date of information, Mar., 1902.

**Detroit, Plymouth & Northville Railway.**—This company was incorporated May 28, 1898, to construct an electric railway from Wayne extending through Tonquish, Plymouth and Waterford to Northville. The road connects at Northville with the Detroit & Northwestern Electric Ry. Extensions will be made this spring, east from Plymouth to Detroit and West to Ann Arbor, and connect with the Boland System to Jackson & Battle Creek, thus giving a direct line from Detroit, Plymouth, Ann Arbor, Jackson, and Battle Creek over the lines now under construction.

**Capital Stock,** authorized and issued, \$150,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. bonds, \$150,000; dated June 1, 1898, due May 1, 1918; denom. \$100 and \$500 each; int. payable at office of Union Trust Co., Detroit, Mich., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 73 lb. T rail; 4 motor cars; 675 H. P. station plant; Russell engines; Siemens & Halske generators; Gen. Elec. motors; Jackson & Sharp cars; Dupont trucks.

**Officers.**—Pres. W. A. Boland, 31 Nassau St. N. Y.; Sec. W. A. Foote, Treas. Worrall Wilson, Supt. E. Richmond, Plymouth, Mich.

**General Office.**—118 E. Main St., Jackson, Mich.

Date of information, Apr., 1902.

**Detroit, Howell & Lansing Railway.**—This road is now under construction.

**Plant and Equipment.**—Miles of track (electric), 88; 30 cars.

**Officers.**—Pres. & Gen. Man. John Winter, Sec. O. H. Law, Treas. Homer Warren, Pur. Agt. V. C. Stanley.

Date of information, Mar., 1903.

## ESCANABA.

Population in 1880, 3,860, in 1890, 6,808, in 1900, 9,549.

**Escanaba Electric Street Railway Co.**—Charter and municipal franchise granted March 23, 1891, for 30 years. Reorganized in 1898.

**CAPITAL STOCK,** authorized and issued, \$50,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 60 lb. T rail; 12 motor cars and 1 trail car; Corliss & McEwen engines, West. dynamos, West and Gen. Elec. motors, Pullman, Iacleda, American and St. Louis cars.

**OFFICERS.**—Pres. & Gen. Man. A. R. Moore, V. Pres. O. B. Fuller, Sec. I. C. Jennings, Treas. J. K. Stark, Ch. Engr. & M. M. J. Bartlett.

**DIRECTORS.**—A. R. Moore, J. K. Stark, J. B. Moran, M. H. Grover, Edward Erickson.

**GENERAL OFFICE,** Escanaba, Mich.

Date of information, Mar., 1903.

## GRAND HAVEN.

Population in 1880, 4,862, in 1890, 5,023, in 1900, 6,500.

**Grand Haven Street Railway Co.**—This property has been sold and will be merged with the Grand Rapids, Grand Haven & Muskegon Ry.

Date of information, Jan., 1903.

## GRAND RAPIDS.

Population in 1880, 32,016; in 1890, 60,278; in 1900, 87,565.

**Grand Rapids Railway Co.**—This company is a reorganization in Mar., 1900, of the Consolidated Street Ry. Co. of Grand Rapids, which was chartered 1891; franchises granted Apr. 24, 1891, for 30 years. Annual meeting fourth Tuesday in Jan. The company owns and operates the entire street railway system of Grand Rapids and vicinity, except the interurban railways.

**Capital Stock.**—Common stock, authorized and issued, \$2,000,000; par value, \$100 per share.

Preferred stock, 5 p. c. cumulative, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$3,500,000, issued, \$2,750,000, in treasury, \$750,000 (see Note); dated June 1, 1900, due 1916; int. payable June and Dec., at office of New York Security & Trust Co., trustee of mortgage.

**Note.**—\$750,000 of bonds are reserved for future permanent improvements at 85 p. c. of their cost, to be issued only when the net earnings are twice the amount of interest charges on the bonds outstanding, including those to be issued. Sinking fund of 1 p. c. per annum from Oct., 1905, to 1910, and 2 p. c. thereafter. Bonds not subject to call.

**Operation.**—Year ending Nov. 30, 1902.

|                                   |           |
|-----------------------------------|-----------|
| Total receipts .....              | \$608,445 |
| Operating expenses and taxes..... | 333,303   |

|                               |           |
|-------------------------------|-----------|
| Earnings from operations..... | \$275,142 |
| Deductions from earnings..... |           |
| Interest.....                 | 137,500   |

|                 |           |
|-----------------|-----------|
| Net income..... | \$137,642 |
|-----------------|-----------|

**Plant and Equipment.**—Miles of track (electric), 57.3; gauge, 4 ft. 8½ in.; 66 lb. to 80 lb. girder and T rail; 4 horses, 180 cars, of which 140 are motor cars and 40 trail cars; 2,000 H. P. Allis, Corliss and Wheelock and 500 H. P. Filer & Stowell engines, West and Gen. Elec. dynamos, Gen. Elec. and West. motors, Pullman, Brill, St. Louis, Brownell, Ellis, Jewett and own cars.

**Officers.**—Pres. C. M. Clark, 1st V. Pres. L. J. Rindge, 2d V. Pres. Gen. Man. & Pur. Agt. G. S. Johnson, Sec. & Treas. B. S. Hanchett, Jr., Asst. Sec. C. Ford Stevens, Supt. of Const. D. Campbell, Supt. of Trans. J. C. Madigan, Ch. Engr. Power Station A. C. Ogilby, Mast. Mech. W. W. Annable.

**Directors.**—Lester J. Rindge, Wm. Judson, J. Boyd. Pantland, C. M. Clark, G. S. Johnson, John A. Covode, Anton G. Hodenpyl, Thos. F. Carroll, Wm. H. Anderson.

**General Office,** 38 Ionia St.

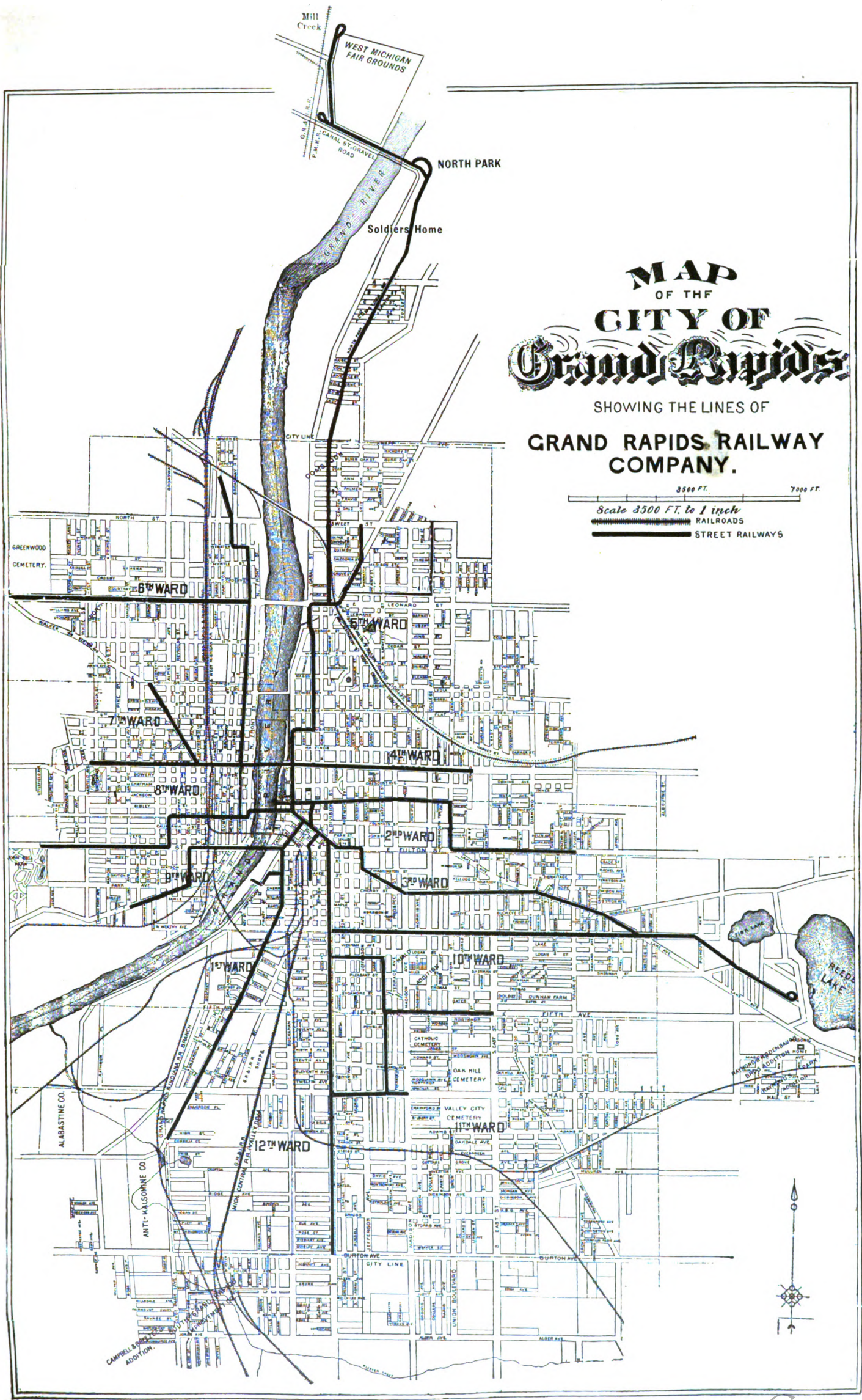
**Power Station,** So. Market St., Grand Rapids, Mich.

**References.**—Description of park (brief), Vol. XVII, May 4, '01, p. 557; operating detail, Vol. XX, Nov. 1, '02, p. 760 (ill.)

Date of information, Mar., 1903.

For map of road, see page 113.





MAP  
OF THE  
**CITY OF  
Grand Rapids**  
SHOWING THE LINES OF  
**GRAND RAPIDS RAILWAY  
COMPANY.**

3500 FT. 7000 FT.  
Scale 3500 FT. to 1 inch  
RAILROADS  
STREET RAILWAYS



**The Grand Rapids, Grand Haven & Muskegon Railway Co.**—This company was organized on Mar. 7, 1899, to construct an electric railway connecting the cities named in title. This road commenced operation Feb. 1, 1902.

**Capital Stock**, authorized, \$1,200,000.

**Funded Debt**.—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,500,000, issued, \$1,250,000, in treasury, \$250,000; dated July 1, 1901, due 1926; denom. \$1,000; int. payable Jan. and July, at office of Standard Trust Co., New York, trustee of mortgage.

**Plant and Equipment**.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 70 lb. rail; West. generators and motors; 19 motor cars, Barney & Smith cars.

**Officers**.—Pres. James D. Hawks, V. Pres. & Gen. Man. W. K. Morley, Sec. Wallace Franklin, Treas. Carl M. Vail, Passaic, N. J.; Audr. & Pur. Agt. Kirke Lathrop, Supt. & Elecn. J. E. Webster, Ch. Engr. of Power Station L. O. Hall, Mast. Mech. Wm. Wright, Gen. Frt. & Pass. Agt. T. L. Hackett.

**Directors**.—J. D. Hawks, Wallace Franklin, Detroit, Mich.; T. F. Carroll, Grand Rapids, Mich.; H. J. Conant, Montclair, N. J.; W. W. Churchill, New York.

**References**.—Description of road, Vol. XX, July 5, '02, p. 3, (Ill., map.)

**General Office**, Grand Rapids, Mich.

Date of information, Mar., 1903. z

**Grand Rapids, Holland & Lake Michigan Rapid Railway**.—This company was organized to construct an electric railway, and purchased the lines and franchises of the Holland & Lake Michigan Ry. and the Saugatuck, Douglass & Lake Shore Ry.

**Capital Stock**, \$1,000,000; par value, \$100 per share.

**Funded Debt**.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000; dated 1900, due 1920; denom. \$500 and \$1,000; int. payable at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

**Plant and Equipment**.—Miles of track (electric), 27 miles double track, 16 miles single track, 19 passenger cars, 3 express cars, 7 box cars, 6 flat cars, 1 switch motor, Ball & Wood 750 H. P. vertical engines, West. 3-phase 500 K. w. alternators, Lorain motors, Jewett and Kuhlmann cars, Peckham trucks.

**Officers**.—Pres. Benjamin S. Hanchett, Jr., Grand Rapids, Mich.; Sec. W. Kingsley, Treas. & Gen. Man. Strathearn Hendrie, Detroit, Mich.

**General Office**, Holland, Mich.

**Reference**.—Incorporation Vol. XVI, Mar. 3, '00, p. 236; description of road, Vol XIX, Mar. 15, '02, p. 330 (ill).

Date of information, Mar., 1903. z

**Grand Rapids & Chicago Railway Co.**—This road is under construction.

**Officers**.—Pres. John J. Patterson, V. Pres. W. H. Patterson, Sec. F. H. Williams, Treas. J. G. Zook.

**General Office**, Grand Rapids, Mich.

Date of information, Mar., 1903. z

**South Grand Rapids Street Railway Co.**—Municipal franchise granted 1889, for 30 years. Annual meeting Nov. 1.

**Capital Stock**, \$8,900.

**Funded Debt**.—None.

**Plant and Equipment**.—Miles of track, (horse,) 1.75; gauge, 4 ft. 8½ in.; 30 lb. rail.

**Officers**.—Pres. Chas. Fox, Sec. & Treas. P. T. Cook.

**Directors**.—Chas. Fox, A. V. Mann, C. T. Hills, P. T. Cook.

**General Office**, Michigan Trust Co. Bldg.

Date of information, Mar., 1903. z

**Grand Rapids, Belding & Ionia Railway Co.**—This company has 50 miles of road under construction.

**Officers**.—Pres. Thos. F. Carroll, Sec. Joseph Kirwin, Treas. Wallace Franklin.

Date of information, July, 1902. d

**Grand Rapids & Saginaw Railroad Co.**—Incorporated to build an electric railway from Grand Rapids to Saginaw, Mich.

**Capital Stock**, \$2,000,000.

**Officers**.—Pres. Dudley E. Waters, Grand Rapids, Mich.; V. Pres. Leslie J. Hanes, Detroit, Mich.; Treas. Abraham May, Grand Rapids; Sec. John E. More, Grand Rapids; Gen. Atty. Arthur D. Prosser, Moffat Bldg., Detroit, Mich.

Date of information, Mar., 1903. z

## HANCOCK.

Population in 1900, 1,775.

**Houghton County Street Railway Co.**—Charter and municipal franchises granted 1899. Annual meeting, first Tuesday in Aug. This company has been organized to construct an electric railway from Hancock, Mich., and extending through the copper belt.

**CAPITAL STOCK**, common stock authorized and issued, \$750,000. Preferred stock, authorized, \$500,000, issued, \$200,000, redeemable, at 110. Dividends on preferred stock 6 p. c. non-cumulative, payable Apr. and Oct.; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized, \$750,000, issued, \$703,000; dated July 1, 1900, due 1920; denom. \$1,000; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

**OPERATION**.—Year ending Dec. 31, 1902.

|                         |           |
|-------------------------|-----------|
| Total receipts.....     | \$170,749 |
| Operating expenses..... | 112,412   |

|                               |        |
|-------------------------------|--------|
| Earnings from operation.....  | 58,297 |
| Deductions from earnings..... | 31,250 |

|                 |        |
|-----------------|--------|
| Net income..... | 27,047 |
|-----------------|--------|

**PLANT AND EQUIPMENT**.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars; 750 H. P. Corliss direct comp. engine; 500 K. w. Gen. Elec. generator.

**OFFICERS**.—Pres. F. J. Bawden, Sec. Elliot Wadsworth, Treas. W. C. Forbes, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass., Supt. George C. Towle.

**DIRECTORS**.—F. J. Bawden, C. A. Stone, E. S. Webster, W. Cameron Forbes, W. O. Chapman, R. L. McDuffie, W. H. Taylor.

**GENERAL OFFICE**, 93 Federal St., Boston, Mass.

**POWER STATION**, Houghton, Mich.

**REFERENCE**.—Description of road, Vol. XIX, May 3, '02, p. 530 (ill.).

Date of information, Jan., 1903. s

## IRONWOOD.

Population in 1890, 7,745, in 1900, 9,705.

**Twin City General Electric Co.**—Chartered 1890. The company operates two electric lighting plants and the local electric railroad.

**CAPITAL STOCK**, apportioned to railroad system, \$75,000.

**FUNDED DEBT**.—First mortgage 6 p. c. gold bonds, authorized and issued \$125,000; dated July 1, 1900, due 1930; denom. \$1,000; int. payable in gold, Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Allis engines, Gen. Elec. dynamos and motors.

**OFFICERS**.—Pres. & Gen. Man. E. D. Nelson, V. Pres. H. M. Bylesby, Sec. & Treas. H. F. Jahn, Supt. & Pur. Agt. Geo. Beck.

Date of information, Jan., 1903. d

## JACKSON.

Population in 1880, 16,105, in 1890, 20,798, in 1900, 25,180.

**Jackson & Suburban Traction Co.**—Incorporated in Sept., 1900, as the successor by purchase, at receiver's sale on Sept. 13, 1900, of the properties of the Jackson St. Ry. Co. This company owns and operates the city lines of Jackson and suburban line to Michigan Center Resort and Grass Lake. The company leases and operates 2.25 miles of track and the Casino of the Wolf Lake Ry. Resort Co., Limited.

**CAPITAL STOCK**, authorized, \$300,000, issued, 140,000; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$400,000; denom. \$1,000; int. payable Jan. and July.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 22; gauge, 4 ft., 8½ in.; 70 lb. T and girder rail; 20 cars; Gen. Elec. dynamos and motors, Brill, St. Louis and Kuhlman cars.

**OFFICERS**.—Pres. W. A. Holand, 31 Nassau St., N. Y. City; Sec. W. A. Foote, Treas. Worrall Wilson, Supt. John Leonard.

**DIRECTORS**.—W. A. Holand, W. N. Coler, Jr., L. H. Hole, New York City; W. A. Foote, Worrall Wilson, Jackson, Mich.

**GENERAL OFFICE**, 118 E. Main St., Jackson, Mich.

**POWER HOUSE**.—Green Lake. Power rented in Jackson.

Date of information, Mar., 1903. z

**Detroit & Chicago Traction Co.**—This company was incorporated as a taking-over company, but the organization has never yet been used, and the company owns no property and has never issued any securities or bought any property. The 45 miles between Jackson and Battle Creek are now owned and will in a month be operated by the Jackson & Battle Creek Traction Co. The Jackson & Ann Ar-

bor Railway owns the line between Grass Lake and Ann Arbor 25 miles, of which 18 miles are already constructed.

OFFICER.—Pres. Worrall Wilson.

GENERAL OFFICE, Jackson, Mich.

Date of information, Feb., 1903.

z

**Jackson & Battle Creek Traction Co.**—This is a consolidation of the Jackson-Albion Calhoun Ry. and the Marshall & Battle Creek Ry. This company has 45 miles of road under construction.

OFFICERS.—Pres. C. M. Spitzer, V. Pres. A. L. Spitzer, Sec. W. A. Foote, Treas. N. S. Potter.

Date of information, Mar., 1903.

z

### KALAMAZOO.

Population in 1880, 11,937, in 1890, 17,853, in 1900, 24,404.

**Michigan Traction Co.**—Chartered in Dec., 1897, for 30 years. This is a consolidation of the Citizens' Street Ry. Co., of Battle Creek, and the Citizens' Street Ry. Co., of Kalamazoo. The company has constructed a line connecting the two cities, about 28 miles in length, with a loop to Gull Lake, 3.5 miles. The capital stock of this company is controlled by the Railways Company General, of Philadelphia.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued \$700,000; dated Jan. 1901, due 1921; denom. \$1,000; int. payable Jan. and July, at office of Investment Trust Co. of Philadelphia, trustee of mortgage.

Second mortgage 6 p. c. bonds, \$100,000; int. payable Jan. and July, at office of Investment Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T and 90 lb. girder rail; 55 motor cars; 600 K. W. generators, Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. E. R. Dick, Sec. & Treas. J. J. Collier, Philadelphia; Gen. Supt. D. A. Hegarty, Actg. Supt. F. E. Tobe, Ch. Engr. A. D. Marhoff, Ch. Elecn. M. Miers.

DIRECTORS.—Evans R. Dick, Jay Cooke, 3d, J. W. Osborne, J. O. Hoffman, George S. Graham, R. H. Rushton, J. Andrews Harris, Jr.

GENERAL OFFICE, Kalamazoo, Mich.

REFERENCES.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186; description of power plant, Vol. XVII, Apr. 6, '01, p. 401 (ill.)

Date of information, Jan., 1903.

d z

### Southern Michigan Traction Co.

OFFICERS.—Pres. Geo. T. Bishop, Cleveland, O.; V. Pres. Geo. McKay, Cleveland, O.; Sec. & Treas. Frank T. Ginn, Cleveland, O.; Gen. Atty. Arthur D. Prosser, Moffat Building, Detroit, Mich.

Date of information, Mar., 1903.

z

**West Michigan Traction Co.**—This company is building an electric railway from Benton Harbor to Kalamazoo, a distance of 30 miles.

OFFICERS.—Pres. Chas. A. Hadley, New York; V. Pres. C. W. Haight, 5 E. 42d St., New York; Sec. & Treas. Geo. H. Moore, 5 E. 42d St., New York; Power Station at Round Lake, Mich; repair shop at Benton Harbor.

Date of information, July, 1902.

d

### LANSING.

Population in 1880, 8,319, in 1890, 13,102, in 1900, 16,485.

**Lansing City Electric Railway Co.**—This is the successor to the Lansing City Ry. Co.

CAPITAL STOCK, authorized and issued, \$100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated Jan., 1896; denom. \$100; int., payable at office of Continental Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 cars, of which 13 are motor cars and 2 trail cars; West. dynamos and motors, Laclede and St. Louis cars, Brill and Fulton trucks.

OFFICERS.—Pres. & Gen. Man. J. D. Hawks, Sec. & Treas. S. F. Angus, Supt. E. Slaughter.

DIRECTORS.—James D. Hawks, S. F. Angus, James McNamara, A. L. C. Henry, O. Bingham, all of Detroit, Mich.

GENERAL OFFICE, 202 Michigan Avenue, East Lansing, Mich.

Date of information, Jan., 1903.

z

**Lansing, St. Johns & St. Louis Railway Co.**—This company was organized to build an electric railway from Lansing through St. Johns and Maple Rapids to St. Louis, a distance of 55 miles. The road will be operated by steam until the electrical equipment is completed, which will be about July, 1903. Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized \$500,000, issued \$354,400.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,750,000, issued, \$500,000, in treasury, \$1,250,000; dated June 1, 1901, due 1921; denom. \$1,000; int. payable June and Dec., at office of Detroit Trust Co., trustee of mortgage.

OFFICERS.—Pres. John E. Mills, V. Pres. Isaac Hewitt, Sec. F. L. Dodge, Treas. Myron W. Mills.

DIRECTORS.—Isaac Hewitt, Maple Rapids, F. L. Dodge, Lansing; Nelson Mills, M. W. Mills, Marysville, Stiles B. Kennedy, St. Louis; John E. Mills, F. C. Norris, E. F. Percival, Port Huron, Mich.

GENERAL OFFICE, Lansing, Mich.

REFERENCE.—Description of road, Vol. XIX, Feb. 15, '02, p. 196, (ill.)

Date of information, Mar., 1903.

z

**Lansing, Dexter & Ann Arbor Railway Co.**—This company was organized to build an electric railway from Lansing, through Holt, Mason, Dansville, Pinckney and Dexter to Ann Arbor, 61 miles, where, it is reported, it is to connect with the Detroit, Ypsilanti & Ann Arbor Ry. Co., forming a through line from Lansing to Detroit.

CAPITAL STOCK, authorized, \$300,000.

FUNDED DEBT, authorized, \$1,175,000.

OFFICERS.—Pres. C. A. Mapes, V. Pres. R. J. Shank, Sec. C. P. Black, Treas. Thos. Birkett.

GENERAL OFFICE, Lansing, Mich.

Date of information, Jan., 1902.

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### MANISTEE.

Population in 1880, 6,930, in 1890, 12,812, in 1900, 14,260.

**Manistee, Filer City & Eastlake Railway Co.**—This road connects Manistee with Filer City and the villages of Eastlake, Stronach, Oak Hill and Parkdale. The total population served is approximately 25,000.

CAPITAL STOCK, authorized and issued, \$150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; coupon, but may be registered; dated Jan. 1, 1898, due 1918; denom. \$500; int. payable Jan. and July, at office of Metropolitan Trust Co., of New York, trustee of mortgage.

NOTE.—First mortgage bonds are subject to call at 105 in 1903 and thereafter. By the terms of the mortgage, \$4,000 shall be drawn by lot at 105, on Jan. 1, 1904, and each year thereafter.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. T rail; 32 cars; 1,150 H. P. station plant; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Pullman and American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. G. A. Hart, V. Pres. R. R. Blacker, Sec. G. W. Swigert, Supt. & Ch. Engr. W. E. Daniels.

GENERAL OFFICE, 411 River St., Manistee, Mich.

REFERENCE.—Park, Vol. XVII, June 1, '01, p. 663.

Date of information, Jan., 1902.

z

### MARQUETTE.

Population in 1880, 4,690, in 1890, 9,000, in 1900, 10,500.

**Marquette City & Presque Isle Railway Co.**

CAPITAL STOCK, authorized, \$200,000, issued, \$123,100.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, \$75,000; dated Apr. 1, 1900; int. payable, when issued, Apr. and Oct., at office of American Trust and Savings Bank, of Chicago, trustee of mortgage; the proceeds to be used to cancel prior lien of \$37,300 and build an extension of five miles of track.

OPERATION.—Year ending Dec. 31, 1902.

|                         |          |
|-------------------------|----------|
| Total receipts.....     | \$21,530 |
| Operating expenses..... | 18,866   |

|                               |       |
|-------------------------------|-------|
| Earnings from operation.....  | 2,664 |
| Deductions from earnings..... |       |

|               |       |
|---------------|-------|
| Interest..... | 1,927 |
|---------------|-------|

|                 |     |
|-----------------|-----|
| Net income..... | 737 |
|-----------------|-----|

|                   |       |
|-------------------|-------|
| Totalsurplus..... | 4,255 |
|-------------------|-------|

BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                    |           | Liabilities               |           |
|----------------------------|-----------|---------------------------|-----------|
| Cost of road and equip..   | \$151,551 | Capital stock.....        | \$116,945 |
| Real estate.....           | 18,177    | Funded debt.....          | 37,300    |
| Cash.....                  | 98        | Bills and accts. payable. | 12,255    |
| Bills and accts. receiv... | 929       | Profit and loss (surplus) | 4,255     |
| Total.....                 | \$170,755 | Total.....                | \$170,755 |

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. 50 lb. and 70 lb. T and Johnson girder rail; 15 cars, of which 8 are motor cars and 7 trail cars; Hamilton-Corliss engines Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. F. O. Clark, V. Pres. J. E. Sherman, Sec. Treas. & Pur. Agt. M. E. Asire, Supt. & Elecn. A. Mellin, Ch. Engr. of Power Station J. H. Wentz.

**DIRECTORS.**—I. O. Clark, Peter White, A. Hornstein, N. W. Kaufman, S. R. Kaufman, L. G. Kaufman, M. E. Asire.

**GENERAL OFFICE,** Marquette.

Date of information, Mar., 1903. z

### MENOMINEE.

Population in 1880, 3,228, in 1890, 10,630, in 1900, 12,818.

**Menominee Electric Light, Railway & Power Co.**—Chartered July 31, 1891, for 30 years. Annual meeting first Wednesday in June. This road was consolidated in February, 1902, with the Marinette Gas, Electric Light & Street Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$110,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. coupon bonds, original issue, \$58,000, now outstanding, \$24,000; coupon, but may be registered; dated July 1, 1893, due \$3,000 per annum, commencing in 1895; denom. \$500 and \$1,000; int. payable Jan. and July, at First Nat'l Bank of Menominee; trustee of mortgage, G. A. Blesch, Menominee.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Allis and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Augustus Spies, V. Pres. Samuel M. Stephenson, Sec. Treas. & Gen. Man. E. Daniell.

**DIRECTORS.**—F. A. Spies, G. A. Blesch, Samuel M. Stephenson, Augustus Spies, John Henes.

Date of information, Jan., 1903. z

### MUSKEGON.

Population in 1880, 11,262, in 1890, 22,702, in 1900, 20,818.

**Muskegon Traction & Lighting Co.**—This is the successor to the Muskegon Street Ry. Co., which was chartered Jan., 1897, as a reorganization of the Muskegon Ry. Co., whose property was sold on Jan. 5, 1897, under foreclosure of the second mortgage to the holders of the first mortgage bonds.

**CAPITAL STOCK,** authorized, \$600,000.

**OPERATION.**—10 mos. ending Dec. 31, 1902.

|                                                   |           |
|---------------------------------------------------|-----------|
| Receipts from street railway department.....      | \$ 77,581 |
| "    "    gas department.....                     | 34,519    |
| "    "    electric light department.....          | 24,400    |
| Total.....                                        | 136,500   |
| Operating expenses street railway department..... | 50,014    |
| "    "    gas department.....                     | 21,994    |
| "    "    electric light department.....          | 14,301    |
| Earnings from operation.....                      | 50,191    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 35 cars, of which 20 are motor cars and 15 trail cars; Gen. Elec. dynamos and West. motors, Brill, St. Louis and Jackson & Sharp cars.

**OFFICERS.**—Pres. F. A. Nims, V. Pres. Liddon Flick, Sec. & Treas. Theodore S. Barber, Gen. Man. & Pur. Agt. Samuel A. Freshney, Supt. Wm. G. Whildin, Ch. Engr. W. Gile.

**GENERAL OFFICE,** 99 Western Ave.

Date of information, Mar., 1903. z

### NEGAUNEE.

Population in 1903 (local estimates), 7,500; Ishpeming (local estimates), 14,000.

**Negaunee & Ishpeming Street Railway & Electric Co.**—This is a consolidation of the Negaunee & Ishpeming Street R. R. Co., the Negaunee Electric Light Co. and the Ishpeming Gas & Electric Co.

**CAPITAL STOCK,** authorized, \$150,000, issued, \$142,000; par value, \$25 per share.

**BALANCE SHEET.**—Dated April 1, 1902.

| ASSETS.                                           |           |
|---------------------------------------------------|-----------|
| Street railway construction and equipment.....    | \$56,000  |
| Buildings, real estate and steam power plant..... | 26,346    |
| Electric light plant.....                         | 37,000    |
| Gas plant.....                                    | 17,000    |
| Supplies.....                                     | 6,709     |
| Accounts receivable.....                          | 7,348     |
| Treasury stock.....                               | 8,000     |
| Cash.....                                         | 531       |
| Other assets.....                                 | 5,687     |
| Total.....                                        | \$164,622 |
| LIABILITIES.                                      |           |
| Capital stock.....                                | \$150,000 |
| Notes payable.....                                | 11,500    |
| Accounts payable.....                             | 3,122     |
| Total.....                                        | \$164,622 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 motor cars; West. and Ideal engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

**OFFICERS.**—Pres. S. Mitchell, V. Pres. F. Braastad, Sec. Treas. & Gen. Man. A. B. Miner, Supt. Pur. Agt. & Elecn. H. F. Pearce.

**GENERAL OFFICE,** Ishpeming, Mich.

**POWER STATION,** Negaunee, Mich.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903. z

### OWOSSO.

Population in 1890, 4,882, in 1900, 9,117.

**Owosso & Corunna Electric Co.**—This company is a consolidation, Feb. 1, 1898, of the Owosso & Corunna Traction Co., which was chartered 1895 for 30 years, and the Caledonia Electric Light & Power Co. Annual meeting first Monday in Jan.

**CAPITAL STOCK,** authorized and issued, \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$120,000; due 1926; denom. \$100; int. payable Jan. and July, at office of Fidelity Trust Co., of Philadelphia, Pa.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 5.2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars.

**OFFICERS.**—Pres. Geo. H. Stevenson, Sec. & Treas. W. B. Stephenson, Man. F. F. Van Tuyl & Co.

**GENERAL OFFICE,** Owosso, Mich.

Date of information, Jan., 1903. z

### PORT HURON.

Population in 1880, 8,883, in 1890, 13,543, in 1900, 19,140.

**City Electric Railway Co.**—Chartered and municipal franchise granted in May, 1892. New franchise granted Mar. 1, 1899 for 30 years. Annual meeting second Monday in Jan. This road is owned by the Detroit & Port Huron Shore Line Ry. and is operated as a part of the Rapid Ry. System.

**CAPITAL STOCK,** authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized, \$200,000, issued, \$155,000, in treasury \$45,000; dated Mar. 1, 1893, due 1913, but subject to call at 105 after Mar. 1, 1903; denom. \$1,000; int. payable Mar. and Sept., at office of Hanover National Bank, of New York; trustee of mortgage, Union Trust Co., of Detroit.

Date of information, Mar., 1903. z

### SAGINAW.

Population in 1880, 10,525, in 1890, 46,332, in 1900, 42,345.

**Saginaw Valley Traction Co.**—This is a consolidation in 1899, of the Union Street Ry. Co., the Saginaw Consolidated Street Ry. Co., and the Inter-Urban Ry., to Bay City, being all the street railway companies in operation in the city and suburbs of Saginaw, Mich. The company commenced business Jan. 10, 1899.

**CAPITAL STOCK,** \$1,100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized \$350,000, issued, \$800,000; int. payable at the office of the Boston Safe Deposit & Trust Co., trustee of mortgage. It is understood these bonds were issued for the purpose of retiring all the bonds of the constituent companies.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 40; gauge 4 ft. 8½ in.; 52 motor cars; Hamilton-Corliss engines, Gen. Elec. and West dynamos and motors.

**OFFICERS.**—Pres. Homer Loring, Sec. Chas. S. Smith, Treas. F. D. Ewen, Gen. Man. P. P. Crafts, Elec. Engr. A. E. Richardson.

**EXECUTIVE COMMITTEE OF BOARD OF DIRECTORS.**—Thos. A. Harvey (Chairman), Geo. B. Morley, G. M. Stark.

**REFERENCE.**—Park, Vol. XVII, Mar. 2, '01, p. 309.

Date of information Jan., 1903. d

**Saginaw Suburban Railway Co.**—Chartered Mar. 8, 1898, for 30 years. Annual meeting fourth Tuesday in Mar. This company is constructing an electric railway from Flint to Bay City, via Saginaw, about 50 miles.

**CAPITAL STOCK,** authorized, \$500,000, issued, \$50,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$800,000, issued, \$118,000, in treasury, \$682,000; dated Oct. 1, 1900, due 1925; denom. \$1,000; coupon but may be registered; not subject to call; sinking fund of 10 p. c. of net earnings, beginning Oct., 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee.

**OFFICERS.**—Pres. & Gen. Man. George Silsby, V. Pres. Ode A. Russ, Sec. Edward D. Black, Treas. A. G. Bishop.

Please note date of information at end of each report.

**DIRECTORS.**—George Silsby, Saginaw, Mich.; Ode A. Russ, E. D. Black, A. G. Bishop, D. D. Aitken, Flint, Mich.

**GENERAL OFFICE,** Bearinger Bldg., Saginaw, Mich.

Date of information, Jan., 1903.

### ST. JOHNS.

Population in 1900, 3,388.

**Crystal Lake Railway Co.**—This road is now under construction.

**PLANT AND EQUIPMENT.**—Miles of track, 20; 51 cars. Power will be rented from Lansing, St. Johns & St. Louis R. R. Co.

**OFFICERS.**—Pres. E. P. Waldron, V. Pres. D. S. French, Chr. Exec. Com. F. C. Norris, Sec. Thos. Bromley, Jr., Treas. Willis McLouth.

Date of information, Jan., 1903.

### ST. JOSEPH.

Population in 1880, 2,603, in 1890, 3,733, in 1900, 5,155.

**Benton Harbor & St. Joseph Electric Railway Co.**—This company is the successor to the St. Joseph & Benton Harbor Street Ry. Co.

**CAPITAL STOCK,** common, \$100,000; preferred \$45,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$200,000; dated Sept. 1, 1900, due 1912; int. payable Mar., and Sept., at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 73 lb. girder rail; 30 cars; 750 H. P. station plant; 700 H. P. water tube boilers; Williams engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. Treas. & Pur. Agt. W. Worth Bean, Sec. W. H. Hull, Supt. H. C. Mason, Ch. Engr. & Ch. Engr. of Power Station R. J. Spaulding, Elec. Fred Crane.

**DIRECTORS.**—W. Worth Bean, E. D. Carter, John C. Brady, H. C. Mason.

**GENERAL OFFICE,** St. Joseph, Mich.

Date of information, Mar., 1903.

### SAULT STE. MARIE.

**Trans-St. Mary's Traction Co.**—Chartered 1901. Municipal franchise granted in 1902. Annual meeting in Jan.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 8; gauge, 4 ft. 8½ in.; 80 lb. rail; 6 motor cars; Stanley dynamos, West motors, St. Louis cars and trucks.

**OFFICERS.**—Pres. F. H. Clergue, Sec. B. J. Clergue, Man. & Ch. Engr. G. W. Chance, Asst. Supt. R. Hill.

**DIRECTORS.**—F. H. Clergue, H. M. Oren, H. Von Schon.

**GENERAL OFFICE.**—Sault Ste. Marie, Mich.

Date of information, Jan., 1903.

### SOUTH HAVEN.

Population in 1900, 4,009.

**South Haven & Paw Paw Lake Electric Railway Co.**—This road is under construction.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 13; gauge, 4 ft. 8½ in.

**OFFICERS.**—Pres. John J. Storm, V. Pres. Julius Thermling, Sec. & Treas. Chas W. Vail, Supt. Ch. Engr. & M. M., S. B. Downer.

Date of information, July, 1902.

## MINNESOTA.

### DULUTH.

Population in 1900, 52,969; West Superior, 31,091.

**Duluth-Superior Traction Co.**—Incorporated in Connecticut in June, 1900, as a consolidation of the Duluth Street Ry., the Lakeside Street Ry. and the Superior Rapid Transit Ry. Co. of West Superior, Wis. The securities of the constituent companies were retired, but the corporate existence of the Duluth Street Ry. Co. is to be maintained, all of its capital stock being owned by the new company. The new company has a traffic agreement with the Duluth-Superior Bridge Co., at West Superior, and operates all the electric railways in both cities including Woodland Ry. Co.

**Capital Stock.**—Common, authorized and issued, \$3,500,000; preferred 4 p. c. cumulative, authorized and issued, \$1,500,000; par value, \$100 per share.

**Funded Debt.**—Duluth Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$2,200,000; coupon, but may be registered; dated May 1, 1900, due 1930; denom. \$1,000; int. payable May and Nov., at office of Central Trust Co. of New York, trustee of mortgage.

**Note.**—\$300,000 of these bonds are held in treasury for future improvements. The mortgage covers all the properties of the Duluth-Superior Traction Co., they having first been conveyed to the Duluth Street Ry. Co.

**Operation.**—Year ending Dec. 31,

|                                                         | 1901.     | 1902.     |
|---------------------------------------------------------|-----------|-----------|
| Gross earnings.....                                     | \$453,704 | \$538,030 |
| Op.exp., incl'dg all fixed charges, except taxes & int. | 251,315   | 288,373   |

|                                                   |         |         |
|---------------------------------------------------|---------|---------|
| Earnings from operation.....                      | 202,389 | 249,657 |
| Deductions from earnings, (including taxes) ..... | 109,967 | 116,275 |

|                 |        |         |
|-----------------|--------|---------|
| Net income..... | 92,422 | 133,382 |
|-----------------|--------|---------|

**Plant and Equipment.**—Miles of track (electric), 74.45; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. girder and T rail; 107 motor cars, Allis engines, Gen. Elec. and West. dynamos and motors, Laclede and Northern cars.

**Officers.**—Pres. C. G. Goodrich, Minneapolis; V. Pres. J. H. Davis, New York; Sec. & Treas. L. Mendenhall, Andr. S. L. Reichert, Gen. Man. H. Warren, Pur. Agt. A. A. Mendenhall, Mast. Mech. W. J. Smith, Ch. Engr. J. Carson, Supt. Duluth Div. D. C. Moore, Supt. Superior Div. Alfred Williams.

**General Office,** 1108 W. Michigan St., Duluth, Minn.

**Power Stations,** Duluth, Minn., and West Superior, Wis.

**References.**—Systems consolidated, Vol. XVI, Aug. 25, '00, p. 781.

Date of information, Jan., 1903.

**Duluth Street Railway Co.**—Chartered Oct. 25, 1881, in perpetuity; franchise granted Nov. 17, 1881; road opened Nov. 1, 1882. This company operated the property of the Motor Line Improvement Co. and the Lakeside Ry. Co., until in July, 1898, it was placed in the hands of a receiver, and on Aug. 13, 1900, was consolidated with the Duluth-Superior Traction Co.

**References.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1902.

**Interstate Traction Co.**—This company is a reorganization of the Minnesota Point Street Railway, chartered June, 1887, for 50 years. Annual meeting Apr. 15th.

**Capital Stock,** authorized, \$50,000, issued, \$20,000.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized, \$50,000, issued, \$20,000; dated May, 1899, due 1919; denom. \$500; int. payable May and Nov. at office of St. Paul Title & Trust Co., of St. Paul, Minn., trustee of mortgage.

**Operation.**—Year ending Oct. 31, 1899.

|                         | 1900.   | 1901.   | 1902.   |
|-------------------------|---------|---------|---------|
| Total receipts.....     | \$5,255 | \$8,640 | \$9,644 |
| Operating expenses..... | 2,913   | 6,445   | 6,208   |

|                               |       |       |       |
|-------------------------------|-------|-------|-------|
| Earnings from operation.....  | 2,342 | 2,195 | 3,436 |
| Deductions from earnings..... |       |       |       |

|                 |       |       |       |
|-----------------|-------|-------|-------|
| Interest.....   | 900   | 1,242 | 1,190 |
| Net income..... | 1,442 | 953   | 2,246 |

|  |       |     |       |       |
|--|-------|-----|-------|-------|
|  | 1,442 | 953 | 2,246 | 4,574 |
|--|-------|-----|-------|-------|

**Balance Sheet.**—Dated Oct. 31,

| ASSETS.                         | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|
| Cost of road and equipment..... | \$35,309 | \$36,692 | \$37,860 | \$38,677 |
| Real estate.....                |          | 4,353    | 4,501    | *25,469  |
| Cash.....                       | 1,142    | 294      | 387      | 823      |
| Total.....                      | \$36,451 | \$41,339 | \$42,748 | \$64,969 |

| LIABILITIES.                   | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------|----------|----------|
| Capital stock.....             | \$20,000 | \$20,000 | \$20,000 | \$20,000 |
| Funded debt.....               | 16,000   | 20,000   | 20,000   | 20,000   |
| Bills payable.....             |          |          |          | 18,000   |
| Profit and loss (surplus)..... | 451      | 1,339    | 2,748    | 6,969    |
| Total.....                     | \$36,451 | \$41,339 | \$42,748 | \$64,969 |

\*The company purchased 124 acres of land at end of line, for which it gave notes for \$18,000. These notes have since been funded into first mortgage bonds.

**Plant and Equipment.**—Miles of track (electric), 3.50; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 motor cars and 4 trail cars; power purchased.

**Officers.**—Pres. Robert R. Dunn, V. Pres. H. O. Underwood, Sec. & Treas. A. W. Hartman.

**Directors.**—Robert R. Dunn, H. O. Underwood, O. C. Hartman, A. W. Hartman, C. F. Hartman.

**General Office,** 216 West Superior St., Duluth, Minn.

Date of information, Mar., 1903.

**Woodland Railway Co.**—This company is the successor to the Motor Line Improvement Co., and is now a part of Traction Co.

**Capital Stock.**—Common, authorized, \$10,000, issued, \$5,500. Preferred 5 p. c. class "A" authorized, \$5,000, issued, \$1,795. Preferred 3 p. c. class "B" authorized, \$25,000, issued, \$23,200; par value, all shares, \$10 per share.

**Plant and Equipment.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Laclede cars.

**Officers.**—Pres. T. W. Hoopes, Sec. James Bardon, Treas. R. M. Hunter.

**General Office,** 11th Ave. West & Michigan St., Duluth, Minn.

**Date of information,** Jan., 1903.

## MINNEAPOLIS AND ST. PAUL.

Population in 1880, 88,360, in 1890, 297,894, in 1900, 366,350.

**Twin City Rapid Transit Co.**—Chartered June 3, 1891, under laws of the state of New Jersey. This company controls the entire street railway systems of Minneapolis, St. Paul and Stillwater, by ownership of the stock of the Minneapolis Street Ry. Co., The St. Paul City Ry. Co., The Minneapolis, Lyndale & Minnetonka Ry. Co. and the Minneapolis & St. Paul Suburban Ry. Co.

**Capital Stock.**—Common stock, authorized, \$18,000,000, issued, \$16,511,000; par value, \$100 per share.

7 p. c. cumulative preferred stock, authorized and issued, \$3,000,000. Dividends payable quarterly, commencing Apr. 1, 1895. It is provided that if in any year dividends amounting to 7 p. c. are not paid on the preferred stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company, the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

**Funded Debt and Certificates.**—Dec. 31, 1901, total \$10,868,000, as follows:

### MINNEAPOLIS DIVISION.

First mortgage 7 p. c. gold bonds, outstanding, \$230,000; dated Nov. 1, 1880, due 1910, but redeemable, 20 bonds yearly at \$105 and int.; denom. \$1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, outstanding, \$600,000; dated Nov. 1, 1883, due 1913; denom. \$1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$4,150,000, in escrow (see Note), \$850,000; coupon, but may be registered; dated Jan. 15, 1889, due 1919; denom. \$1,000; int. payable in gold Jan. 15 and July 15 at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

**Note.**—\$850,000 of the first consolidated mortgage bonds have been reserved in the hands of the trustee to redeem the company's prior liens.

### ST. PAUL DIVISION.

First mortgage and first consolidated mortgage 6 p. c. bonds, outstanding, \$680,000; dated Oct. 1, 1882 and 1884, due 1932 and 1934, respectively; denom. \$1,000; int. payable in gold Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cable consolidated mortgage 5 p. c. gold bonds, authorized, \$5,500,000, issued, \$3,708,000, in escrow (see Note), \$680,000, in treasury, \$1,112,000; coupon, but may be registered; dated Jan. 15, 1887, due 1937; denom. \$1,000; int. payable in gold Jan. 15 and July 15, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. \$1,138,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Minneapolis & St. Paul Suburban Ry. Co.'s 5 p. c. gold bonds, authorized and issued, \$500,000; dated Sept. 1899, due 1924; denom. \$1,000; int. payable Mar. and Sept.

**Note.**—\$680,000 of the cable consolidated mortgage bonds have been reserved by the Farmers' Loan & Trust Co. to redeem prior liens.

The unissued cable consolidated mortgage bonds now in the treasury may be issued and sold against the actual cash cost of new construction at a rate not exceeding \$15,000 per mile of track.

### Schedule A.

| Statement of Funded Debt and<br>6 per ct. Certificates Jan. 1                                                                     | 1901.              | 1902.               | 1903.               |
|-----------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------|---------------------|
| <b>MINNEAPOLIS DIVISION.</b>                                                                                                      |                    |                     |                     |
| First mortgage 7 p. c. due 1910....                                                                                               | \$ 270,000         | \$ 250,000          | \$ 230,000          |
| Second mortgage 6 p. c. due 1913.                                                                                                 | 600,000            | 600,000             | 600,000             |
| First consolidated mortgage 5 p. c.<br>due 1919.....                                                                              | 4,130,000          | 4,150,000           | 4,150,000           |
| <b>Total.....</b>                                                                                                                 | <b>\$5,000,000</b> | <b>\$5,000,000</b>  | <b>\$4,980,000</b>  |
| <b>ST. PAUL DIVISION.</b>                                                                                                         |                    |                     |                     |
| First mortgage & first consolidated<br>6 p. c. due 1932-34.....                                                                   | \$ 680,000         | \$ 680,000          | \$ 680,000          |
| Cable cons. mort. 5 p. c. due 1937.                                                                                               | 3,708,000          | 3,708,000           | 3,708,000           |
| Minn. & St. Paul Subr. Ry. Co.'s 5<br>p. c. bonds due 1924.....                                                                   | 450,000            | 500,000             | 500,000             |
| Consolidated mortgage bonds of<br>Minneapolis St. Ry. Co. and the<br>St. Paul City Ry. Co., issued<br>Jan. 1, 1902, due 1911..... |                    | 1,000,000           | 1,000,000           |
| <b>Total.....</b>                                                                                                                 | <b>\$4,838,000</b> | <b>\$5,888,000</b>  | <b>\$5,888,000</b>  |
| <b>Grand total.....</b>                                                                                                           | <b>\$9,838,000</b> | <b>\$10,888,000</b> | <b>\$10,868,000</b> |

**Franchises.**—This company possesses the exclusive right to operate street cars in and between the cities of St. Paul and Minneapolis.

### Operation.—Year ending Dec. 31,

|                                                  | 1899.            | 1900.            | 1901.            | 1902.            |
|--------------------------------------------------|------------------|------------------|------------------|------------------|
| Receipts from pass....                           | \$2,476,880      | \$2,814,205      | \$3,150,498      | \$3,591,549      |
| " other sources.....                             | 45,914           | 25,150           | 23,478           | 20,662           |
| " total.....                                     | 2,522,794        | 2,839,355        | 3,173,976        | 3,612,211        |
| Operating expenses....                           | 1,156,972        | 1,304,689        | 1,415,452        | 1,630,170        |
| <b>Earnings from opera..</b>                     | <b>1,365,822</b> | <b>1,534,666</b> | <b>1,758,524</b> | <b>1,982,041</b> |
| <b>Deductions from earn.</b>                     |                  |                  |                  |                  |
| Interest charges....                             | 628,243          | 624,325          | 666,638          | 711,718          |
| Taxes.....                                       |                  |                  |                  |                  |
| <b>Net income.....</b>                           | <b>737,579</b>   | <b>910,341</b>   | <b>1,091,886</b> | <b>1,270,323</b> |
| Divi. on pref. stock....                         | 187,553          | 204,750          | 210,000          | 210,000          |
| " " com. stock....                               | 375,250          | 450,300          | 600,400          | 769,262          |
| <b>To surplus account....</b>                    | <b>174,776</b>   | <b>255,291</b>   | <b>281,487</b>   | <b>291,061</b>   |
| <b>Total surplus account..</b>                   | <b>2,163,507</b> | <b>2,418,798</b> | <b>2,700,285</b> | <b>2,991,346</b> |
| <b>STATISTICAL STATEMENT.</b>                    |                  |                  |                  |                  |
| Rev. pass. carried,....                          | 49,526,845       | 56,284,102       | 63,009,957       | 71,830,971       |
| Transfers redeemed....                           | 12,983,112       | 13,909,535       | 15,587,858       | 17,789,105       |
| Oper. p. c. exp. to earn.                        | 48.71            | 49.16            | 48.35            | 49.30            |
| P. c. on preferred stock<br>earned and paid..... | 7.00             | 7.00             | 7.00             | 7.00             |
| P. c. on common stock<br>earned.....             | 3.66             | 4.70             | 5.87             | 7.06             |
| P. c. on common stock<br>paid.....               | 2.50             | 3.00             | 4.00             | 5.00             |

### OPERATING EXPENSES.

| Year ending Dec. 31, 1899.        | 1900.              | 1901.              | 1902.              |
|-----------------------------------|--------------------|--------------------|--------------------|
| General expenses.....             | \$ 156,472         | \$ 149,798         | \$ 153,707         |
| Maintenance of equipment.....     | 159,835            | 179,768            | 196,521            |
| " " way and structures            | 61,086             | 85,990             | 83,135             |
| Wages conductors and motormen.    |                    |                    |                    |
| Wages inspectors and trans. agts  | 641,196            | 646,692            | 745,771            |
| Conducting transportation (misc.) |                    |                    |                    |
| Power station expense.....        | 170,662            | 217,946            | 269,225            |
| Insurance.....                    | 9,489              | 15,116             | 20,366             |
| Injuries and damages.....         | 82,949             | 97,140             | 138,445            |
| Legal expenses.....               | 23,000             | 23,000             | 23,000             |
| <b>Total.....</b>                 | <b>\$1,304,689</b> | <b>\$1,415,452</b> | <b>\$1,630,170</b> |

**Note.**—The company has made arrangements with the owners of a 10,000 H. P. water power at the Falls of St. Anthony to generate at that point electric power for the use of its lines, and has leased its power for a term of forty years at a basis that will add largely to the net revenue.

### Balance Sheet.—Dated Dec. 31,

| ASSETS.                                                                                             | 1900.               | 1901.               | 1902.               |
|-----------------------------------------------------------------------------------------------------|---------------------|---------------------|---------------------|
| Cost of road, equip., real est.,<br>bldgs., machinery, tools, etc.,<br>and stock of other companies | \$30,960,164        | \$31,606,910        | \$32,989,594        |
| Notes and accounts receivable.                                                                      | 96,720              | 99,670              | 32,349              |
| Cash in hand and in banks....                                                                       | 208,817             | 373,738             | 646,072             |
| Insurance paid in advance....                                                                       |                     |                     |                     |
| Material and supplies.....                                                                          | 89,742              | 84,512              | 171,776             |
| Int. on current liabilities, paid<br>in advance.....                                                | 526                 |                     |                     |
| <b>Total.....</b>                                                                                   | <b>\$31,355,969</b> | <b>\$32,164,830</b> | <b>\$33,839,791</b> |
| <b>LIABILITIES.</b>                                                                                 |                     |                     |                     |
| Capital stock, common.....                                                                          | \$15,010,000        | \$15,010,000        | \$16,511,000        |
| " " preferred.....                                                                                  | 3,000,000           | 3,000,000           | 3,000,000           |
| F'nd'd dbt. (see sched. A below).                                                                   | 9,838,000           | 10,888,000          | 10,868,000          |
| Unpaid vouchers and accounts.                                                                       | 44,381              | 33,079              | 55,762              |
| Trainmen's deposits.....                                                                            | 23,275              | 23,350              |                     |
| Taxes accrued.....                                                                                  | 69,894              | 2,888               |                     |
| Interest accrued.....                                                                               | 206,471             | 207,029             | 207,296             |
| Bills payable.....                                                                                  | 520,000             |                     |                     |
| Dividends payable, Feb. 1....                                                                       | 225,150             | 300,200             | 206,387             |
| Profit and loss (surplus).....                                                                      | 2,418,798           | 2,700,285           | 2,991,346           |
| <b>Total.....</b>                                                                                   | <b>\$31,355,969</b> | <b>\$32,164,830</b> | <b>\$33,839,791</b> |

**Plant and Equipment.**—Miles of track, (electric), 255; gauge, 4 ft. 8½ in.; 50 lb. to 80 lb. T and girder rails; 950 cars, of which 650 are electric and 300 are trail cars; Allis engines; Gen. Elec. dynamos and motors.

**Officers.**—Pres. Thomas Lowry, V. Pres. Sec. & Treas. C. G. Goodrich, Audr. E. S. Pattee, Gen. Man. W. J. Hield, Pur. Agt. R. L. Costigan, Elec. & Steam Engr. D. W. Dozier.

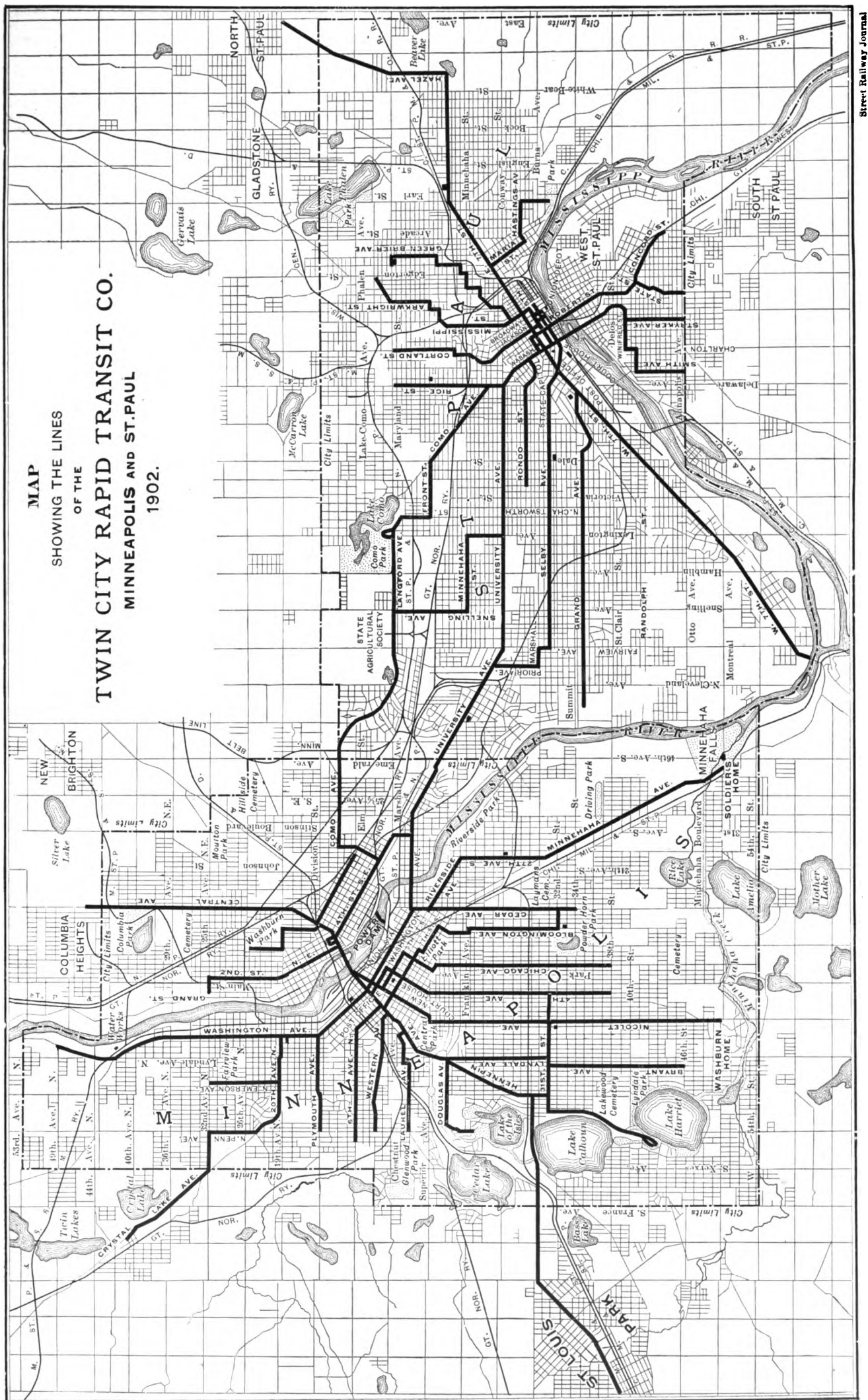
**Directors.**—Thomas Lowry, C. G. Goodrich, Clinton Morrison. Minneapolis; John Kean, Elizabeth, N. J.; J. Kennedy Tod, W. A. Read, New York; A. E. Ames, Toronto, Ont.

**General Office,** Blaisdell Ave. & 31st St., Minneapolis.

**References.**—Water power system, Vol. XVI, Aug. 11, '00, p. 767, (ill.); water power system, Vol. XVI, Aug. 11, '00, p. 767 (ill.).

Please note date of information at end of each report.







annual report, Vol. XVIII, Aug. 24, '01, p. 212; Aug. 31, '01, p. 237, description of road, Vol. XIX, Mar. 1, '02, p. 233 (ill.).

Date of information, Mar., 1903.

For map of road see page 119.

**The Minneapolis & St. Paul Suburban Railway Co.**—This company was incorporated July 1st, 1899, as the successor by purchase at foreclosure sale of all the property and rights of the St. Paul & Suburban Ry. Co., including line of railway from intersection of 7th Street with White Bear Avenue, in the city of St. Paul, to Wildwood, a summer resort owned by the company on White Bear Lake, and from Wildwood to Mahtomedi, a summer residence suburb also on White Bear Lake, in addition to which a new line of suburban railway has been built running from Wildwood to the city of Stillwater, also local lines of street railway in said city of Stillwater. The company does a large excursion and picnic business in the summer to Wildwood, which is fifteen acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc. The capital stock of this company is owned by the Twin City Rapid Transit Co., and its road is operated as part of that system.

**Capital Stock**, authorized and issued, \$300,000.

**Funded Debt**, authorized and issued, \$500,000.

**Plant and Equipment**.—Miles of track (electric), including Twin City report, 23.606; gauge, 4 ft. 8½ in.; 56 lb. T rail; 20-44 ft. cars running on line between St. Paul and Stillwater, and 5 smaller cars on local lines in Stillwater. Power houses at Wildwood and Stillwater.

**Officers**.—Pres. C. G. Goodrich, V. Pres. & Counsel M. D. Munn.

**Directors**.—Thomas Lowry, C. G. Goodrich, M. B. Koon, M. D. Munn.

**General Office**, With Twin City Rapid Transit Co., Minneapolis.

Date of information, Mar., 1903.

#### Minneapolis Land & Investment Co.

**Plant and Equipment**.—Miles of track (electric) 6; gauge, 4 ft. 8½ in., 3 cars.

**Officers**.—Pres. T. B. Walker, Minneapolis; V. Pres. W. J. Walker, Minneapolis; Sec. & Man. of Rys. Louis R. Gorham, Minneapolis; Elec. Engr. W. C. Otis, St. Louis Park.

**General Office**, 807 Hennepin Ave., Minneapolis, Minn.

Date of information, Mar., 1903.

#### North Side St. Ry. Co.

**Plant and Equipment**.—Miles of track 3; 2 cars. Private line. Rents power from Minneapolis St. Ry. Co.

**Officer**.—Pres. A. B. Robbins.

**General Office**, 225 Kasota Block, Minneapolis, Minn.

Date of information, Jan., 1903.

#### ST. CLOUD.

Population in 1880, 2,462, in 1890, 7,686, in 1900 (estimated), 10,000.

**Benton Power & Traction Co.**—This company is the successor by purchase of the St. Cloud City Street Car Co., and is now operating St. Cloud & Sauk Rapids Electric Rys. In Feb., 1901, E. E. Clark was appointed receiver after foreclosure proceedings.

**CAPITAL STOCK**, \$50,000.

**FUNDED DEBT**, \$18,000.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 7.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS**.—Rec. Treas. & Supt. E. E. Clark, Pres. C. M. Herzig, Elec. F. B. Daten.

Date of information, Mar., 1903.

#### WINONA.

Population in 1880, 10,208, in 1890, 18,208, in 1900, 19,714.

**Winona Railway & Light Co.**—This company, in Apr., 1896, bought the property of the Winona General Electric Co., which was sold to satisfy claims of bondholders.

**CAPITAL STOCK**, \$200,000.

**FUNDED DEBT**, first mortgage bonds, issued \$200,000.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Ide and Ball engines, Gen. Elec. dynamos and motors. Northern cars.

**OFFICERS**.—Pres. R. T. Paine, 2d V. Pres. John S. Bartlett, Boston, Mass.; Sec. & Treas. E. L. Carr, Boston, Mass.; Gen. Man. & Pur. Agt. S. B. Livermore, Supt. J. A. Bradbury.

**GENERAL OFFICE**, Winona, Minn.

Date of information, Mar., 1903.

## MISSISSIPPI.

### BILOXI.

Population in 1900, 6,000.

**Biloxi Electric Ry. & Power Co.**

**CAPITAL STOCK**, \$150,000.

**OFFICERS**.—Pres. J. M. Bell, V. Pres. W. K. M. Dukate, Sec. Wm. F. Govenflo, Treas. John Carronap.

**GENERAL OFFICE**, Biloxi, Miss.

Date of information, Mar., 1903.

### GREENVILLE.

Population in 1880, 2,191, in 1890, 6,655, in 1900, 7,642.

**Greenville Light & Car Co.**—Chartered in 1896 for 50 years. Municipal franchise granted 1896 in perpetuity. Annual meeting first Tuesday in May. This company does a general electric lighting, power and street railway business.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**FUNDED DEBT**.—First mortgage 6 p. c. gold bonds, authorized, \$100,000, issued, \$50,000; dated 1891, due 1921; denom. \$1,000; int. payable Feb. and Aug., at office of Chicago Trust Co., Chicago, trustee of mortgage. Bonds may be called for payment after ten years at 107 and accrued interest.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 2; 6 motor cars, 680 H. P. station plant; Gen. Elec. and West. dynamos, Steel motors; Brill cars, Peckham trucks.

**OFFICERS**.—Pres. & Gen. Man. J. A. Gaboury, V. Pres. James Robertsham, Sec. & Treas. John D. Gaboury, Supt. & Elec. E. Sawyer, Ch. Engr. D. H. Bowlin.

**DIRECTORS**.—J. A. Gaboury, J. D. Gaboury, James Robertsham, J. J. Hurty, W. Goldstein, C. P. Gaboury, R. T. Manson.

Date of information, Feb., 1903.

### JACKSON.

Population in 1880, 5,204, in 1890, 5,920, in 1900, 7,816.

**Jackson Electric Railway, Light & Power Co.**—Chartered Mar., 1898, as the successor to the Jackson City R.R. The new company commenced operation May, 1899.

**CAPITAL STOCK**, \$250,000.

**FUNDED DEBT**, \$250,000.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. T rail, 10 motor cars; 750 H. P. station plant, Gen. Elec. dynamos and motors. Corliss engines; St. Louis cars; Brill trucks.

**OFFICERS**.—Pres. F. G. Jones, Memphis, Tenn.; V. Pres. H. H. Corson, Nashville, Tenn.; Sec. & Treas. S. T. Carnes, Memphis, Tenn.; Gen. Man., John Lorenz, Jackson.

**GENERAL OFFICE**, Jackson, Miss.

Date of information Mar., 1903.

### MERIDIAN.

Population in 1880, 4,008, in 1890, 10,624, in 1900, 17,000.

**Meridian Light & Railway Co.**—Charter granted Feb. 13, 1901, for 50 years. Municipal franchise granted Dec. 31, 1900, for 50 years. Annual meeting second Monday in Mar. This company is the successor, by purchase, to the Meridian Street Ry. & Power Co.

**CAPITAL STOCK**, authorized, \$225,000, issued, \$135,500; par value, \$100 per share.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized \$225,000, issued, \$130,000, in treasury, \$95,000; dated Mar. 1, 1901, due 1951; denom. \$1,000; int. payable Mar. and Sept., at Mississippi Valley Trust Co., St. Louis, trustee of mortgage.

First mortgage treasury bonds may be issued for improvements on system and buying or building gas plant.

**OPERATION**.—11 months ending Jan. 31, 1902.

|                                                               |          |
|---------------------------------------------------------------|----------|
| Receipts from passengers.....                                 | \$18,640 |
| “ “ light and power.....                                      | 22,434   |
| “ total.....                                                  | 41,074   |
| Operating exps. includ. taxes and interest on floating debt.. | 38,064   |
| Earnings from operation.....                                  | 3,010    |
| Interest on bonds.....                                        | 2,708    |
| Surplus .....                                                 | 302      |

**BALANCE SHEET**.—Dated Jan. 31, 1902.

| Assets.                           | Liabilities.                    |
|-----------------------------------|---------------------------------|
| Cost of road and equip. \$221,635 | Capital stock.....\$135,000     |
| Improvement account... 42,764     | Funded debt..... 130,000        |
| Cash..... 1,661                   | Light and power recpts.. 22,434 |
| Other assets..... 51,927          | Bills payable..... 2,400        |
|                                   | Accrued interest..... 2,708     |
|                                   | Other liabilities..... 25,444   |
| Total.....\$317,987               | Total.....\$317,987             |

Please note date of information at end of each report.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 30 lb. to 77 lb. steel T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Allis and Hooven, Owen & Rentschler engines, Gen. Elec. and Walker dynamos and motors, Brill and Stephenson cars, McGuire and Peckham trucks.

**LIGHTING PLANT.**—Capacity 135 arc and 1,500 incandescent lights.

**OFFICERS.**—Pres. & Man. J. Howard Wilson, V. Pres. Wm. H. Armbricht, Sec. Treas. & Gen. Man. J. A. Gibson, Supt. Pur. Agt. & Ch. Elec. J. T. Mac Williams, Ch. Engr. Robt. Mullins.

**DIRECTORS.**—J. H. Wilson, W. H. Armbricht, P. J. Lyons, R. W. Stoutz, Mobile, Ala.; A. Kamper, Edwin McMorris, J. A. Gibson, Meridian, Miss.

**GENERAL OFFICE,** Meridian, Miss.

Date of information, Jan., 1903.

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### NATCHEZ.

Population in 1880, 7,058, in 1890, 10,102, in 1900, 12,210.

**Natchez Electric Street Railway & Power Co.**—This road is now under construction.

**EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 14 cars.

**OFFICERS.**—Pres. S. S. Bullis, V. Pres. Jas. W. Lambert, Sec. & Treas. W. B. Moorman.

Date of information, Mar., 1903.

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### VICKSBURG.

Population in 1880, 11,814, in 1890, 13,373, in 1900, 14,834.

**Vicksburg Railroad, Power & Manufacturing Co.**—This company is the successor of the Vicksburg Electric Street Ry. Co., which was chartered Jan., 1898, and began operation of the road Apr. 24, 1899. This company also operates an extensive electric lighting plant.

**CAPITAL STOCK,** authorized and issued, \$200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, \$200,000.

**PLANT AND EQUIPMENT.**—Miles of track, (electric) 11; gauge, 4 ft. 8½ in.; 18 motor cars, of which 10 are open and 8 closed cars; 1100 H. P. station plant; Gen. Elec. and West. dynamos and motors, Russell and Cooper engines, Stirling boilers.

**OFFICERS.**—Pres. J. C. Schaffer (Marquette Bldg., Chicago), V. Pres. S. R. Hughes, Gen. Man. & Pur. Agt. F. H. Brooks, Sec. M. J. Mulvihill, Treas. B. W. Griffith, Ch. Engr. J. H. Pallister.

**GENERAL OFFICE,** Vicksburg, Miss.

**REFERENCE.**—Parks, Vol. XVII, June 1, '01, p. 663.

Date of information, Mar., 1903.

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## MISSOURI.

### CAPE GIRARDEAU.

Population in 1890, 4,297, in 1900, 4,813, 1903, (local estimates), 9,000; Jackson 1903, (local estimates,) 3,000.

**Cape Girardeau & Jackson Railroad Co.**—This company has taken over the Citizen's Street Ry. Co., of Cape Girardeau, and will extend the line to Jackson. The company will also furnish power for lighting purposes.

**PLANT AND EQUIPMENT.**—Miles of track electric 18; gauge, 4 ft. 8½ in.; 10 cars.

**OFFICERS.**—Pres. Gen. Man. & Pur. Agt. J. S. Lapsley, St. Louis, Mo.; V. Pres. D. A. Glenn, Sec. Rodney G. White, Treas. L. S. Joseph, Audr. J. N. Mattison, Elec. & Mech. Engr. & Mast. Mech. R. E. Gurly, St. Louis Mo.

**GENERAL OFFICE.**—Cape Girardeau and Burlington Bldg., St. Louis, Mo.

Date of information, Mar., 1903.

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### CARROLLTON.

**Carrollton Electric Railway Co.**—This road was placed in operation in 1900.

**CAPITAL STOCK,** \$25,000; paid in \$10,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2; gauge 4 ft. 8½ in.; 52 lb. T rail; 3 motor cars; West. generators, Gen. Elec. motors, Brill cars.

**OFFICERS.**—Pres. Herndon Ely, V. Pres. T. L. West, Sec. P. L. Trotter, Treas. S. F. Marshall, Gen. Man. & Supt. W. Watson.

**GENERAL OFFICE** and power station, Carrollton, Mo.

Date of information, Mar., 1903.

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### CLINTON.

Population in 1880, 2,868, in 1890, 4,737, in 1900, 8,000.

**Clinton Street Railway Co.**—Chartered in 1888, for 20 years.

**CAPITAL STOCK,** \$12,000; par value; \$100 per share.

**FUNDED DEBT.**—Unknown.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 3; gauge, 4 ft.; Z. T and crescent rail; 8 horses, 5 horse cars.

**OFFICERS.**—Pres. H. P. Faris, V. Pres. A. Faris, Sec. & Treas. J. R. Winters.

**GENERAL OFFICE,** Clinton, Mo.

Date of information, Jan., 1903.

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### DESLOGE.

**St. Louis Smelting & Refining Co.**—This company owns a double trolley line which connects the shafts of lead mines with concentrating works.

**PLANT AND EQUIPMENT.**—Miles of track, (electric) 3.5; 10 cars.

**OFFICERS.**—Pres. L. A. Cole, V. Pres. George O. Carpenter, Sec. Louis Woltman, Treas. Pur. Agt. & Mgr. H. M. McChesney, Supt. C. E. Schwarz.

**GENERAL OFFICE,** Desloge, Mo.

Date of information, July, 1902.

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### FARMINGTON.

Population in 1900, 1,778; in 1903, (local estimates), 3,000.

**St. Francis County Electric Railroad Co.**—Chartered Mar. 22, 1901, for 50 years. Municipal franchise granted Dec., 1902, for 50 years. Annual meeting Mar. 22. The company expects to commence operation of the road about Mar. 1, 1903, and will carry passengers and freight. The road will pass through Farmington, Flat River, Esther and Elvins, serving a total population of about 8,000.

**CAPITAL STOCK,** authorized \$50,000; issued \$49,000; par value \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized \$100,000; issued \$31,000; in treasury \$69,000; dated Jan., 20, 1903, due 1923; denom. \$500 and \$1,000; int. payable Jan. and July, at office of American Central Trust Co., St. Louis, Mo., trustees of mortgage.

First mortgage bonds may be called for payment at par and accrued interest after Jan. 20, 1908.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11; 30 lb., 40 lb. and 60 lb. T rail; 7 cars, Chase engines; Western Elec. dynamos.

**OFFICERS.**—Pres. Peter Giessing, 1 V. Pres. W. T. Haile, 2d V. Pres. E. C. McCormick, Sec. J. W. Buck, Treas. W. R. Lang, Ch. Engrs. W. D. Boyce Engineering Co.

**DIRECTORS.**—Peter Giessing, W. T. Haile, E. C. McCormick, J. W. Buck, W. R. Lang, Ed. Klein, S. Perringer, A. T. Nixon, J. B. Smith, A. J. J. Zwart, W. F. Doss.

Date of information, Jan., 1903.

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### HANNIBAL.

Population in 1880, 11,074, in 1890, 12,857, in 1900, 12,780.

**Hannibal Railway & Electric Co.**—This company is the successor to the Hannibal Traction Co.

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T rail, 72 lb. and 90 lb. girder rail, 6 cars, of which all are motor cars Hamilton-Corlis engines; Gen. Elec. dynamos and West. motors, Jones and St. Louis cars, Taylor trucks.

**OFFICERS.**—Pres. Wm. Mainland, Oshkosh, Wis.; Sec. & Treas. S. Mainland, Green Bay, Wis.; Gen. Man. & Pur. Agt. J. S. Mainland, Hannibal, Mo.

**GENERAL OFFICE,** 300 Market St.

Date of information, Mar., 1903.

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### KANSAS CITY.

Population in 1880, 55,785, in 1890, 119,668, in 1900, 163,752.

Population of Kansas City, Kas., in 1901, 51,418.

**Metropolitan Street Railway Co.**—Chartered July 19, 1886. In June, 1895, the company's franchises were extended to 1925. Annual meeting in June. This is a consolidation of the Corrigan Consolidated Street Ry. Co., the Kansas City & Rosedale Street Ry. Co., the South Suburban Ry. Co., the Kansas City Cable Ry. Co., the Grand Avenue Ry. Co. and the Kansas City & Independence Ry. Co. The company owns the capital stock of the Kansas City (Kan.) Elevated Ry. Co., the capital stock of the Central Electric Ry. Co. (\$2,500,000), and also controls the Kansas City Traction Co. and the West Side Ry. Co. of Kansas City, Mo. In 1901, the East Side Electric Ry. was absorbed by purchase of entire capital stock.

**Capital Stock.**—Common stock, authorized, \$8,500,000, issued, \$5,636,800; par value, \$100 per share.

**Funded Debt,** \$16,180,000, as follows:

General mortgage 5 p. c. gold coupon bonds, authorized and issued, \$1,000,000; dated Sept. 1, 1889, due 1909; denom. \$1,000; int. payable Mar. and Sept., at office of New England Trust Co., of Boston, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized \$8,500,000, issued, \$4,244,000, in escrow (see Note), \$4,256,000; coupon, but may be registered; not subject to call, dated May 1, 1895, due 1910; denom. \$1,000; int. payable May and Nov. at Old Colony Trust Co., of Boston, trustee of mortgage.

Convertible 5 p. c. gold coupon notes, authorized and issued, \$2,800,000; dated Jan. 2, 1901, due 1911; subject to redemption by the company on any interest paying date at par; and subject to exchange by holder on or after Jan. 1, 1903, for capital stock of the company; denom. \$1,000 and \$500; int. payable Jan. and July, at office of Blair & Co., New York.

## PRIOR LIENS.

Corrigan Consolidated Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$706,000; dated July 1, 1886, due 1916; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co., New York.

Kansas City Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, \$1,050,000; dated April, 1887, due 1911; denom. \$1,000; int. 5 p. c. payable Apr. and Oct., at office of Blair & Co., New York; and \$300,000, dated Apr. 1, 1887, due 1901; denom. \$1,000; int. 5 p. c. payable Apr. and Oct. at office of Blair & Co.

Grand Avenue Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,200,000; coupon, but may be registered; dated July 10, 1888, due, July 10, 1908; denom. \$1,000; int. payable Jan. 10 and July 10, at office of Central Trust Co., of New York, trustee of mortgage.

Kansas City Elevated Ry. Co.'s first mortgage gold bonds authorized and issued, \$2,600,000; coupon, but may be registered; dated July 1, 1892, due 1922; denom. \$1,000; int. 4 to 6 p. c. (see Note), payable Jan. and July, at office of Manhattan Trust Co., of New York.

Central Electric Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, \$2,500,000, issued, \$2,000,000; dated May 1, 1899, due 1914; denom. \$1,000; int. payable May and Nov. at office of Colonial Trust Co., of New York, trustee of mortgage.

East Side Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, \$250,000; due July 1, 1911; denom. \$1,000; int. payable Jan. and July, at office of Colonial Trust Co., New York, trustee of mortgage.

Park Connecting Railway Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$30,000; dated Feb. 1, 1898, due 1908; int. payable Feb. and Aug., at office of New England National Bank, Kansas City, Mo.

**Note.**—\$4,256,000 of the consolidated mortgage bonds are held in escrow to retire at maturity the general mortgage bonds (\$1,000,000), the Corrigan Consolidated St. Ry. Co.'s bonds (\$706,000), the Kansas City Cable Ry. Co.'s bonds (\$1,350,000), and the Grand Avenue Ry. Co.'s bonds (\$1,200,000).

The company guarantees 6 p. c. int. on \$600,000, of the first mortgage bonds (stamped "preferred") of the Kansas City Elevated Ry. Co., and upon the remainder (stamped "common") 3 p. c. per annum until July, 1895, and 4 p. c. thereafter, and also guarantees the principal and interest of \$2,000,000 of Central Elec. Ry. Co.'s bonds.

**Plant and Equipment.**—Miles of track (electric), 149, (cable), 33, total, 182; gauge, 4 ft. 8½ in.; 56 lb. to 103 lb. c. b. and girder rail; 797 cars, of which 412 are motor cars, 112 are grip cars, 75 combination cable cars and 198 trail cars; 12,000 H. P. engines, Babcock & Wilcox boilers, A. & S., Hamilton & Wright and Allis engines, Gen. Elec. and Walker dynamos and Gen. Elec. motors, Laclede, Pullman, St. Louis and Brownell cars, Bemis and St. Louis trucks.

**Officers.**—Pres. & Gen. Man. Bernard Corrigan, V. Pres. L. E. James, Sec. & Treas. W. E. Kirkpatrick, Asst. Sec. & Asst. Treas. J. A. Harder, Asst. Gen. Man. W. A. Satterlee, Gen. Supt. John W. Carter, Ch. Engr. of Power Station George Lawson, Elecns. Chas. Grover, Chas. Fretts.

**Directors.**—Jas. A. Blair, P. A. Valentine, Bernard Corrigan, E. F. Swinney, George F. Bacon, L. E. James, Norman B. Ream, C. W. Armour.

**General Office,** 1500 Grand Ave., Kansas City, Mo.

**Reference.**—Description of situation in the two Kansas Cities, Vol. XVI, Oct., '00, p. 744 (16 p. ill. map); cost of station operation, Vol. XVI, Oct., '00, p. 993 (tables); American St. Ry. Association convention proceedings, Vol. XVI, Nov. 3, '00, p. 1051; description of power plant, Vol. XVIII, Nov. 2, '01, p. 709 (ill.); repair shops, Vol. XVIII, Dec. 7, '01, p. 804 (ill.).

Date of information, Apr., 1903.

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**Kansas City—Leavenworth Railroad Co.**—This company was formed in Aug., 1901, by the consolidation of five companies, including the Kansas City—Leavenworth Ry. Co. and the Leavenworth Electric R. R. Co. It has completed the interurban road between Kansas City, Leavenworth and Fort Leavenworth. The bond issues and capital stock of the old companies have been taken up by this company.

**Capital Stock,** authorized, \$3,750,000, issued, \$1,680,000.

**Funded Debt,** 5 p. c. gold, coupon bonds, authorized, \$2,000,000, issued, \$1,400,000; dated Sept. 1, 1902, due 1920; denom. \$1,000; int. payable Mar. and Sept. at office of Central Trust Co., Cleveland, O., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 39; gauge, 4 ft. 8½ in.; 60 lb. T rail, 80 and 100 lb. girder rail; 35 motor cars, 10 freight cars; 1,200 H. P. Hamilton-Corliss, 800 Bates-Corliss engines.

**Officers.**—Pres. D. H. Kimberly, V. Pres. W. H. Gabriel, Sec. H. W. Wolcott, Treas. C. O. Evarts.

**Directors.**—D. H. Kimberly, H. C. Ellison, W. H. Gabriel, Chas. O. Evarts, Herbert W. Wolcott, Henry E. Gabriel, C. H. Wheeler, U. G. Walker, C. F. Hutchings.

**General Office,** Leavenworth, Kan.

**Reference.**—Description of road, Vol. XVI, Oct. 13, '00, p. 925, (ill.).

Date of information, Mar., 1903.

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**The Kansas City, Lawrence & Topeka Railway Co.**—This company was incorporated under the laws of Kansas in Sept., 1899, and has purchased the Lawrence & Emporia Ry., the Lawrence Street Ry. The combined system, with extensions now being constructed, will be about 100 miles, and it is expected to enter Kansas City by traffic agreement over the lines of the Metropolitan St. Ry. Co.

**Capital Stock,** authorized, \$2,000,000, paid in, \$400,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,500,000, issued, \$100,000; dated Oct. 2, 1899, due 1949; denom. \$1,000; int. payable Apr. and Oct. at office of Colonial Trust Co., of New York, trustee of mortgage.

**Officers.**—Pres. Henry G. Pert, V. Pres. C. C. Baker, Sec. C. H. Chapin, Treas. W. A. Bunker.

**Directors.**—H. G. Pert, C. C. Baker, C. H. Chapin, W. A. Bunker, J. D. Bowersock, J. W. McDaniel, W. E. Winner.

**General Office,** Kansas City, Kan.

Date of information, Jan., 1903.

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**Kansas City & St. Joseph Electric Railroad Co.**—Chartered Dec. 14, 1900, for 999 years. Municipal franchise granted in Feb. 1900, for 999 years. Annual meeting Dec. 14. This company was organized to construct an electric railway from Kansas City, with a terminal at Harlem, North, to Platte City, Dearborn and Faucett to St. Joseph, 47 miles, doing both a passenger and freight business.

**Capital Stock.**—Common, authorized and issued, \$800,000; par value, \$100 per share; preferred, \$700,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,500,000; coupon, but may be registered; dated Dec. 14, 1900, due 1930; denom. \$500 and \$1,000; int. payable Jan. and July, at office of company, and the International Trust Co. of Boston, Mass. and the United States Trust Co., of Kansas City, Mo., trustees of mortgage.

**Contemplated Plant and Equipment.**—Miles of main track (electric), 47, gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb girder rail; 8 motor cars, 4 freight cars.

**Officers.**—Pres. & Gen. Man. P. A. Gibson, Erie, Pa.; V. Pres. Charles E. Gibson, Kansas City; Sec. T. C. Alexander, Kansas City, Treas. Robert P. McGeehan, Kansas City; Ch. Engrs. Osborn Engineering Co., Cleveland, O.

**Directors.**—P. A. Gibson, John Doll, Erie, Pa.; R. P. McGeehan, Homer Reed, Chas. E. Gibson, Kansas City, Mo.

**General Office,** New York Life Ins., Building, Kansas City, Mo.

Date of information Mar., 1903.

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**Kansas City & Olathe Electric Railway Co.**—Chartered Nov. 13, 1901, for 99 years. Annual meeting in Jan. This company expects to commence operation of the road in July, 1903.

**Capital Stock,** authorized, \$1,000,000, issued, \$600,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$400,000; dated Jan. 1, 1903, due 1938; denom. \$1,000; int. payable in Jan.

**Plant and Equipment.**—Miles of track (electric) 18; gauge 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars, 3 trail cars.

**Officers.**—Pres. Frederick C. Goodwin, V. Pres. J. C. Beedy, Sec. Lawrence H. Hansberger, Treas. T. A. Milton, Gen. Man. Lewis Odom, Elec. Engr. C. E. Palmer.

**Directors.**—F. C. Goodwin, J. C. Beedy, L. H. Hansberger, T. A. Milton, L. Adom, C. C. Morse, Kansas City, Mo.; B. L. Stine, N. E. Smith, Rosedale, Kan.; Wm. Lackman, Olathe, Kan.

**General Office,** Gibraltar Bldg., Kansas City, Mo.

Date of information, Mar., 1903.

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**Kansas City Interurban Railway Co.**—This company owns the Kansas City & Eastern Ry. The company owns 10 miles of steam road and contemplates building 5 miles of double track electric railway.

**Officers.**—Pres., Gen. Man. & Actg. Treas. H. G. Pert, V. Pres. Milton Moore, Sec. Baylis Steele, Aud. H. E. Marshall, Supt. A. T. Barton, Pur. Agt. W. E. Winner, Mast. Mech. Wm. Gossett.

**General Office.**—709 Main St., Kansas City, Mo.

Date of information, Jan., 1903.

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## NEVADA.

Population in 1900, 7,461.

**Missouri Water, Light & Traction Co.**

**Plant and Equipment.**—Miles of track (electric) 7; gauge 4 ft. 8½ in.; 9 cars.

**Officers.**—Pres. Gen. Man. & Pur. Agt. J. B. Quigley, V. Pres. H. M. Duck, Treas. Ida Moran, Sec. & Supt. Thos. Donohue.

Date of information, Mar., 1903. z

## ST. JOSEPH.

Population in 1880, 32,431, in 1890, 52,324, in 1900, 102,979.

**St. Joseph Railway, Light, Heat & Power Co.**—Chartered Nov. 8, 1895. This company has acquired and holds the property formerly owned by the following companies: St. Joseph Traction & Lighting Co., Peoples Ry., Light & Power Co., Citizens Ry. Co., Union Ry. Co., St. Joseph & Lake Ry. Co., Winstanley & Park Ry. Co., Lake View Ry. Co., Lake Improvement Co., St. Joseph Steam Heating Co.

**Capital Stock.**—Common stock, authorized and issued, \$3,500,000; par value, \$100 per share.

Preferred stock, authorized, \$2,500,000; issued, and full paid, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, \$3,500,000; dated Nov. 1, 1902, due 1937; int. payable May and Nov. at the agency of the company, New York.

**Plant and Equipment.**—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 3 horses, 150 cars, of which 95 are motor cars and 45 trail cars; A. & S. and Williams 2,400 H. P. engines, Gen. Elec. and West. dynamos and motors, Brill, Gilbert. St. Louis and Stephenson cars.

**Officers.**—Pres. John Donovan, V. Pres. E. W. Clark Jr., Sec. & Treas. G. L. Estabrook, Asst. Sec. & Asst. Treas. Frank R. Applegate, Gen. Man. J. H. Van Brunt.

**General Office.**—St. Joseph, Mo.; Philadelphia office, Bullitt Bldg.

**References.**—Notes from the field, Vol. XVI, June 2, '00, p. 536; description of track, Vol. XVII, Jan. 5, '01, p. 54.

Date of information, Mar., 1903. z

## ST. LOUIS.

Population in 1880, 350,518, in 1890, 451,770, in 1900, 575,238. The population of Carondelet township in 1880 was 5,691, and in 1890, 6,180. The total present population of the city and suburbs is approximately 750,000 by municipal census.

**United Railways Co. of St. Louis** is a corporation chartered by the state of Missouri March 11, 1898. The city of St. Louis, by ordinance No. 19,352, passed on the 12th day of Apr., 1898, authorized it to build 79.50 miles of street railroad on several of the most important streets, and gave it the further authority to acquire by lease or purchase any other street railroad in that city. This franchise runs for fifty years from the date of its passage. This company has acquired all the operating street railways in St. Louis except the St. Louis & Suburban system.

The companies absorbed and the amount of the stock of each which was acquired are here given:

|                                                                 | Shares<br>Issued. | Shares<br>Acquired. |
|-----------------------------------------------------------------|-------------------|---------------------|
| Baden & St. Louis R. R. Co.                                     | 1,000             | 1,000               |
| Benton-Bellefontaine Ry. Co.                                    | 3,240             | 3,240               |
| Mound City Street Ry. Co.                                       | 5,250             | 5,250               |
| Jefferson Avenue Railroad Co.                                   | 4,000             | 4,000               |
| Lindell Railway Co.                                             | 100,000           | 99,994              |
| Missouri Railroad Co.                                           | 22,986            | 22,986              |
| National Railway Co.                                            | 25,000            | 25,000              |
| St. Louis Traction Co.                                          | 20                | 20                  |
| Southern Electric R. R. Co., preferred.                         | 10,000            | 10,000              |
| Southern Electric R. R. Co., common.                            | 5,000             | 5,000               |
| Union Depot Railroad Co.                                        | 30,000            | 30,000              |
| Compton Heights, Union Depot & Merchant's<br>Terminal R. R. Co. | 10,000            | 10,000              |
| Clayton & Forest Park Railway Co.                               | 661               | 634                 |
| Delmar Avenue & Clayton Railway Co.                             | 50                | 50                  |
| Midland Street Railway Co.                                      | 2,000             | 2,000               |
| St. Louis Cross County Railroad Co.                             | 1,000             | 1,000               |
| St. Louis, Clayton & Creve Coeur Lake R. R. Co.                 | 120               | 120                 |
| St. Louis County Street Railway Co.                             | 467               | 467                 |
| Taylor Avenue Railway Co.                                       | 5,000             | 5,000               |
| Vandeventer Avenue Railroad Co.                                 | 200               | 200                 |
| Forest Park, Laclede & Fourth Street Ry. Co.                    | 937               | 937                 |
| Cass Avenue & Fair Grounds Ry. Co.                              | 40,000            | 40,000              |
| Citizen's Railway Co.                                           | 10,000            | 9,997               |
| Northern Central Ry. Co.                                        | 2,000             | 2,000               |
| Union Railroad Co.                                              | 12,000            | 12,000              |
| Grand Avenue Railway Co.                                        | 100               | 100                 |
| St. Louis Railroad Co.                                          | 19,387            | 19,309              |
| Southwestern Ry. Co.                                            | 30                | 30                  |
| Kingshighway R. R. Co.                                          | 20                | 20                  |
| Total                                                           | 301,468           | 301,354             |

**Capital Stock.**—Common, authorized, \$25,000,000, issued, \$17,261,300, held in treasury, \$7,738,700.

Preferred, authorized, \$20,000,000, issued, \$16,853,600, held in treasury, \$3,146,400 (see Note).

**Funded Debt.**—General first mortgage 4 p. c. bonds, authorized, \$45,000,000, issued, \$28,292,000, held in escrow, \$13,708,000, held in treasury, \$3,000,000 (see Note); dated Sept. 20, 1899, due July 1, 1934; int. payable Jan. and July, at its office or agency in the city of New York (See report of St. Louis Transit Co.).

**Note.**—The amounts given as issued for common and preferred stocks and general mortgage bonds were paid to the stockholders of the several constituent companies. The \$13,708,000 of general mortgage bonds are held to retire at maturity the underlying liens of the several companies. \$7,738,700 of common stock, \$3,146,400 of preferred stock, given as held in treasury, are reserved for future acquisitions, betterments and improvements, and \$3,000,000 of bonds held in treasury are reserved for the special purpose of acquiring, whenever it may be thought desirable, the properties of the St. Louis & Suburban system.

## BOND ISSUES OF CONSTITUENT COMPANIES.

Total, \$13,688,000.

## JEFFERSON AVENUE SYSTEM.

Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds, authorized, \$400,000, issued, \$277,000; dated, 1895, due 1905; int. payable May and Nov.

## LINDELL SYSTEM.

Lindell Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,500,000; dated Aug. 1, 1891, due 1911; denom. \$1,000; int. payable Feb. and Aug., in New York and St. Louis; trustee of mortgage, Mercantile Trust Co., of New York.

Compton Heights, Union Depot & Merchants' Terminal Railroad Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$1,000,000; dated July 1, 1893, due 1913; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, or St. Louis Trust Co., of St. Louis, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

Taylor Avenue Railway Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. \$1,000; int. payable Jan. and July. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

## MISSOURI SYSTEM.

Missouri Railroad Co.'s first mortgage 5 p. c. bonds, authorized \$1,000,000, issued, \$700,000; coupon, but may be registered; dated 1896, due 1906, with privilege of redemption after 1901 upon payment of 5 p. c. premium; denom. \$1,000; int. payable Mar. and Sept.

## NATIONAL SYSTEM.

St. Louis Railroad Co.'s first mortgage 5 p. c. coupon bonds, authorized, \$2,000,000, issued, \$1,948,000; dated May 1, 1890, due 1900-1910 at company's option; denom. \$1,000; int. payable May and Nov.

Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. gold bonds, \$250,000; dated July 1, 1893, due 1913; int. payable Jan. and July; trustee of mortgage, Northern Trust Co. of Chicago.

Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,813,000; coupon, but may be registered; dated 1892, due 1912; denom. \$1,000, subject to call at 102 on July 1st of any year, sinking fund of \$10,000 per annum; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage. These bonds are guaranteed by the National Ry. Co.

Citizens' Railway Co.'s first mortgage 6 p. c. coupon bonds, issued, \$1,500,000; dated 1887, due 1907; denom. \$1,000; int. payable Jan. and July, at office of National Bank of Commerce, of New York; trustees of mortgage, Rufus J. Lackland and Thos. E. Tutt.

## SOUTHERN ELECTRIC SYSTEM.

Southern Railway Co.'s first mortgage 6 p. c. bonds, authorized, \$200,000; issued, \$164,000; dated 1884, due 1904; int. payable May and Nov.; trustee of mortgage, Charles F. Herman, of St. Louis, Mo.

Southern Railway Co.'s consolidated mortgage 6 p. c. bonds, authorized, \$500,000, issued, \$336,000; in escrow, to retire first mortgage bonds, \$164,000; coupon, but may be registered; dated 1890, due 1915; denom. \$1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Southern Electric R. R. Co.'s mortgage of 1896 5 p. c. gold coupon bonds, authorized and issued, \$200,000; dated Aug. 1, 1896, due 1916; denom. \$1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo., trustees of mortgage.

## UNION DEPOT SYSTEM.

Consolidated mortgage 6 p. c. gold bonds, authorized and issued, \$3,500,000; coupon, but may be registered; dated June 1, 1893, due 1918; denom. \$1,000; int. payable June and Dec., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Please note date of information at end of each report.

**FUNDED INDEBTEDNESS OF UNITED RAILWAYS COMPANY OF ST. LOUIS,  
AND ITS CONSTITUENT COMPANIES.**

|                                                                                                                    | AMOUNT.      | WHEN DUE.     |
|--------------------------------------------------------------------------------------------------------------------|--------------|---------------|
| United Railways Co.'s first mortgage 4 p. c. gold bonds.....                                                       | \$28,292,000 | July 1, 1934. |
| Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. bonds.....                                                 | 250,000      | July 1, 1913. |
| Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. bonds..                                            | 1,813,000    | July 1, 1912. |
| Citizen's Railway Co.'s first mortgage 6 p. c. bonds.....                                                          | 1,500,000    | July 1, 1907. |
| Compton Heights, Union Depot & Merchant's Terminal Railroad Co.'s first mortgage 6 p. c. bonds.....                | 1,000,000    | July 1, 1913. |
| Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds.....                                                  | 277,000      | Nov. 2, 1905. |
| Lindell Railway Co.'s first mortgage 5 p. c. bonds.....                                                            | 1,500,000    | Aug. 1, 1911. |
| Missouri Railroad Co.'s first mortgage 5 p. c. bonds.....                                                          | 700,000      | Mar. 1, 1906. |
| St. Louis Railroad Co.'s first mortgage 5 p. c. bonds.....                                                         | 1,948,000    | May 1, 1910.  |
| Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p. c. bonds..... | 164,000      | May 1, 1904.  |
| Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p. c. bonds..... | 336,000      | May 1, 1915.  |
| Southern Electric Railroad Co.'s first mortgage 5 p. c. bonds.....                                                 | 200,000      | Aug. 1, 1916. |
| Taylor Avenue Railway Co.'s first mortgage 6 p. c. bonds.....                                                      | 500,000      | July 1, 1913. |
| Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1893.....                                               | 3,500,000    | June 1, 1918. |

Total funded indebtedness of the constituent companies.. \$13,688,000

Total funded indebtedness of the United Railways Co.'s.. \$41,980,000

**PLANT AND EQUIPMENT CONTROLLED—ALL ELECTRIC.**

|                                           |       |
|-------------------------------------------|-------|
| Central Traction.....                     | 13.63 |
| Jefferson Avenue Railroad Co.....         | 6.41  |
| Lindell Railway system.....               | 77.63 |
| County roads.....                         | 43.74 |
| Missouri Railroad system.....             | 27.62 |
| National Railway system.....              | 81.62 |
| St. Louis Traction system (People's)..... | 10.27 |
| Southern Electric R. R. system.....       | 23.29 |
| Union Depot R. R. system.....             | 75.88 |

Total in operation..... 360.09

**Balance Sheet.—Dated Dec. 31, 1902.**

| ASSETS.                                                           |               |
|-------------------------------------------------------------------|---------------|
| Cost of road and equipment.....                                   | \$ 76,094,995 |
| Reserved securities.....                                          | 27,691,300    |
| Rental due from St. Louis Transit Co., payable Jan. 10, 1903..... | 209,443       |
| Total.....                                                        | \$103,995,737 |

| LIABILITIES.                             |               |
|------------------------------------------|---------------|
| Capital stock.....                       | \$ 45,000,000 |
| Funded debt.....                         | 58,688,000    |
| Securities due St. Louis Transit Co..... | 98,295        |
| Other liabilities.....                   | 209,443       |
| Total.....                               | \$103,995,737 |

**Officers.**—Pres. Murray Carleton, V. Pres. Corwin H. Spencer, Sec. & Treas. James Adkins, Audr. Frank R. Henry.

**Directors.**—Patrick Calhoun, C. D. McLure, Murray Carleton, Geo. L. Edwards, H. S. Priest, C. H. Spencer, F. E. Marshall, A. D. Brown, James Campbell, Eugene Delano, Geo. H. Frazier, James L. Blair.

**General Office,** Vandeventer & Park Aves., St. Louis, Mo.

**References.**—Consolidation, Vol. XVI, Apr. 7, '00, p. 386; strike, Vol. XVI, weekly from May 12 to July 21, '00; called off, Sept. 15, '00, p. 863; operating changes, Vol. XVI, Sept. 1, '00, p. 850.

Date of information, Mar., 1903.

**St. Louis Transit Co.**—This company was organized March 6, 1899, under the laws of Missouri, and has leased all the lines controlled by the United Railways Company of St. Louis, which includes all lines in the city, excepting the St. Louis & Suburban R. R. system. By city ordinance of March 20, 1899, this company was empowered to acquire, lease and operate for 40 years any of the lines which may be acquired by the United Railways Co.

**Capital Stock.**—\$20,000,000 (see Note); par value, \$100 per share. This company will guarantee the payment of interest upon all of the bonds of the United Railways Co. and its constituent companies, and also guarantees 5 p. c. upon the United Railways Co.'s preferred stock.

**Note.**—This stock is to be exchanged share for share for the common stock of the United Railways Co. upon payment by the latter's stockholders of \$11 per share, and on Feb. 1, 1902, \$17,261,300 had been so exchanged.

**Funded Debt.**—Collateral trust notes, 5 p. c. gold, authorized, \$6,000,000, issued \$5,776,000; dated Nov. 1, 1901, due 1904; denom. \$1,000; may be redeemed at par any interest date after Nov. 1, 1902; int. payable May and Nov., at office of Mercantile Trust Co., St. Louis, trustee of mortgage.

These notes are secured by general mortgage bonds and preferred stock of the United Railways of St. Louis, taken by the St. Louis Transit Co. in payment for new construction and betterments.

| Operation.—St. Louis Transit Co. and constituent companies, |             |             |  |
|-------------------------------------------------------------|-------------|-------------|--|
| year ending Dec. 31,                                        | 1901.       | 1902.       |  |
| Receipts from passengers.....                               | \$5,777,600 | \$6,438,788 |  |
| "    "    other sources.....                                | 6,313       | 13,430      |  |
| "    total.....                                             | 5,783,913   | 6,452,218   |  |
| Operating expenses.....                                     | 3,290,085   | 3,535,427   |  |
| Earnings from operation.....                                | 2,493,828   | 2,916,791   |  |
| Deductions from earnings.                                   |             |             |  |
| Interest.....                                               | 2,039,932   | 2,164,720   |  |
| Taxes.....                                                  | 402,315     | 432,294     |  |
| Organization expense.....                                   | 1,000       | 1,000       |  |
| Net income.....                                             | 50,581      | 318,757     |  |
| Dividends.....                                              | 576,210     | 586,860     |  |
| Deficit from operation.....                                 | 525,630     | 268,083     |  |
| P. c. operating expenses to gross receipts....              | 63.9        | 61.6        |  |

**STATISTICS OF TRAFFIC.**

| Year ending Dec. 31,                    | 1901.       | 1902.       |
|-----------------------------------------|-------------|-------------|
| Revenue passengers carried.....         | 117,546,811 | 130,830,722 |
| Free passes.....                        | 3,240,470   | 3,639,039   |
| Transfers.....                          | 43,208,661  | 50,608,179  |
| Total passengers carried.....           | 163,995,942 | 185,077,940 |
| Passenger car miles run.....            | 29,131,008  | 30,829,021  |
| Mail, express, etc., car miles run..... | 209,353     | 245,560     |
| Total car miles run.....                | 29,340,361  | 31,074,581  |
| Total receipts per car mile.....        | \$ .147     | \$ .207     |
| Operating expenses.....                 | .084        | .113        |

**Balance Sheet.—Dated Dec. 31,**

| ASSETS.                                                      |              |              |
|--------------------------------------------------------------|--------------|--------------|
| Cost of property, securities, lease, etc.....                | \$23,915,347 | \$25,557,122 |
| Securities due .....                                         | 263,536      | 98,295       |
| Collateral trust notes reserved for future requirements..... | 1,392,000    | 224,000      |
| Material and supplies.....                                   | 373,365      | 258,890      |
| Cash and current assets.....                                 | 1,000,293    | 1,061,421    |
| Deferred assets.....                                         | 70,446       | 146,885      |
| Profit and loss (deficit).....                               | 181,601      | 449,685      |

| LIABILITIES.               |              |              |
|----------------------------|--------------|--------------|
| Capital stock.....         | \$17,264,300 | \$17,264,300 |
| Collateral trust note..... | 6,000,000    | 6,000,000    |
| Current liabilities.....   | 3,713,960    | 4,302,215    |
| Deferred liabilities.....  | 218,330      | 229,784      |

**Officers.**—Pres. Murray Carleton, 1st V. Pres. Corwin H. Spencer, 2d V. Pres. A. B. du Pont, Sec. & Treas. James Adkins, Supt. John Grant, Pur. Agt. J. Boyle Price, Ch. Engr. C. A. Moreno, Ch. Audr. Frank R. Henry, Elec'n. W. P. Cook, Mast. Mech. W. O. Mundy.

**Directors.**—Murray Carleton, Geo. L. Edwards, A. H. Bauer, Patrick Calhoun, A. D. Brown, James Campbell, Eugene Delano, F. E. Marshall, C. H. Spencer, H. S. Priest, James L. Blair.

**General Office,** Vandeventer & Park Aves., St. Louis, Mo.

**Power Houses.**—Missouri Pacific Tracks & Compton Ave.; Park & Vandeventer Aves.; Missouri & Geyer Aves.; 20th and Ferry Sts.; Spring Ave. & N. Market St.; 4041 S. Broadway; Broadway and Salisbury St., St. Louis, Mo.

**References.**—Description of power houses, Vol. XVII, Feb. 2, '01; p. 152; description of road, Vol. XVIII, July 6, '01, p. 2 (ill.); fire, Vol. XVIII, July 20, '01, p. 78 (ill.); description of track, Vol. XVIII, Dec. 28, '01, p. 896 (ill.).

Date of information, Mar., 1903.

**St. Louis & East St. Louis Electric Railway Co.**—Chartered July, 1889. This road with other street railway properties of East St. Louis has been purchased by the Clark Bros., Philadelphia. These holdings at present amount to about 125 miles of track. The tracks of this company are connected with those of the East St. Louis city lines which permits the running of through cars from 3rd and Washington Aves. to different parts of East St. Louis.

**Capital Stock,** authorized and issued, \$500,000; par value, \$100 per share.

Please note date of information at end of each report.

**Funded Debt.**—First mortgage 6 p. c. bonds, \$75,000; dated Jan. 1, 1890, due 1905; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

5 p. c. gold bonds, \$425,000; due Apr. 1, 1932; int. payable Apr. and Oct., at office of Illinois State Trust Co., East St. Louis, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 48 lb. and 56 lb. girder rail; 10 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Bemis trucks.

**Officers.**—Pres. L. C. Haynes, V. Pres. J. C. Van Riper, Sec. & Treas. G. L. Estabrook, Asst. Sec. & Asst. Treas. T. W. Gregory, Gen. Supt. J. M. Bramlette, Ch. Eng. B. F. Clark, Elec. John J. Lichter.

**Directors.**—L. C. Haynes, J. C. Van Riper, East St. Louis, Ill.; E. W. Clark, Jr., Philadelphia, Pa.; Edwards Whitaker, W. E. Fisse, St. Louis, Mo.

**General Office,** 3d St. & Broadway, East St. Louis, Ill.

Date of information, Mar., 1903. z

**St. Louis & Suburban Railway Co.**—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co. under foreclosure of mortgage, June 10, 1890.

**Capital Stock,** authorized, \$3,000,000, issued, \$2,500,000, unissued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$2,000,000, issued, \$1,400,000, in escrow, \$600,000; dated Feb. 1, 1891, due 1921; denom. \$1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. income bonds, authorized, \$2,000,000, issued, \$300,000; dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, \$600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

#### Operation.

| Year ending   | No. of trips. | Passengers carried. |
|---------------|---------------|---------------------|
| Dec. 31, 1886 | 141,134       | 3,505,997           |
| " 1890        | 105,084       | 4,343,139           |
| " 1895        | 105,806       | 7,803,746           |
| " 1896        |               | 9,892,652           |
| " 1897        |               | 11,205,233          |
| " 1898        | 168,924       | 13,275,012          |
| " 1899        |               | 14,090,201          |
| " 1900        |               | 18,641,134          |
| " 1901        |               | 17,869,267          |
| " 1902        | 247,122       | 17,590,081          |

**Plant and Equipment.**—Miles of track (electric), 38.104, on private right of way, 21.081; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

**Officers.**—Pres. S. M. Kennard, V. Pres. Julius S. Walsh, Sec. & Treas. E. P. Sommers, Gen. Man. T. M. Jenkins.

**Directors.**—S. M. Kennard, Julius S. Walsh, Breckenridge Jones, Chas. H. Huttig, Wm. F. Nolker, C. Marquand Forster, F. C. Orthwein, Ben Altheimer, H. I. Drummond.

**General Office,** De Hodiament, St. Louis, Mo.

**References.**—Enlarging power plant, Vol. XVIII, July 6, '01, p. 11 (ill.)

Date of information, Mar., 1903. z

**St. Louis & Meramec River Railroad Co.**—Chartered 1894.

**Capital Stock,** \$1,000,000, in treasury of St. Louis & Suburban Ry. Co.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated May 8, 1896, due 1916; denom. \$1,000, int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Consolidated mortgage bonds, authorized, \$2,000,000, issued, none; dated 1898.

**Note.**—These bonds are guaranteed, principal and interest, by the St. Louis & Suburban Ry. Co.

**Plant and Equipment.**—Miles of track (electric), 31.44, private right of way, 7.79; 70 lb. girder rail; 40 motor cars.

**Officers.**—Pres. S. M. Kennard, Sec. & Treas. E. P. Sommers, Gen. Man. T. M. Jenkins.

**Directors.**—S. M. Kennard, Julius S. Walsh, Breckenridge Jones, W. G. Lackey, H. S. Ames.

**General Office,** De Hodiament, St. Louis, Mo.

Date of information, Mar., 1903. z

**St. Louis & Kirkwood Railroad Co.**—Chartered 1893. In July, 1897 this company passed to the control of the St. Louis & Suburban Ry. Co.

**Capital Stock,** authorized and issued, \$300,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$400,000, none issued Mar., 1901; dated 1895, due 1915; int. payable Jan. and July; trustee of mortgage, St. Louis Trust Co.

**Plant and Equipment.**—Miles of track (electric), 13.42, private right of way, 7.1; gauge, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars.

**Officers.**—Pres. C. Hunt Turner, Act'g Treas. E. P. Sommers.

Date of information, Mar., 1903. z

**Brentwood, Clayton & St. Louis Railroad Co.**—The capital stock of this company is owned by the St. Louis & Suburban Ry. Co., and the road is operated as part of that system.

**Plant and Equipment.**—Miles of track (electric), total, 12.50, on private right of way, 10.39; gauge, 4 ft. 10 in.; 80 lb. T rail.

**Officers.**—Pres. C. Hunt Turner, Act'g Sec. & Treas. E. P. Sommers, Gen. Man. T. M. Jenkins.

**General Office,** De Hodiament, St. Louis, Mo.

Date of information, Mar., 1903. z

**St. Louis, St. Charles & Western Railroad Co.**—This road began operation in 1899.

**Capital Stock,** authorized and paid in, \$600,000.

**Funded Debt.**—5 p. c. 30 year gold bonds, authorized and issued, \$600,000. None yet offered or sold

**Plant and Equipment.**—Miles of track (electric), 19.75; 60 lb. T and 70 lb. girder rail; 16 cars; Gen. Elec. motors, American cars.

**Officers.**—Pres. & Treas. J. B. C. Lucas, V. Pres. J. J. Broderick, Sec. & Man. J. D. Houseman.

**General Office,** Wellston, St. Louis Co.

**Reference.**—Telephone connection to cars, Vol. XVII, Jan. 5 '01, p. 78 (ill.)

Date of information, Mar., 1903. z

## SEDALIA.

Population in 1880, 9,561, in 1890, 15,231, in 1900, 18,234.

**The Railway & Electric Co.**—This company is the successor (Jan. 1, 1901) to the Sedalia Electric & Railway Co., which was a reorganization of the Electric Railway, Light & Power Co. of Sedalia, which was chartered Dec. 31, 1889, for 50 years. Municipal franchises granted in Jan., 1890, for 50 years. Annual meeting first Monday in June. In addition to its railway, this company owns a lighting plant and has a contract for lighting the city of Sedalia for 5 years from 1899. On Feb. 16, 1900, this property was placed in the hands of receivers, and on Mar. 15, 1901, was sold at foreclosure sale to a committee of the bondholders, who have reorganized the company.

**CAPITAL STOCK,** common, authorized and issued, \$150,000; preferred, \$100,000. Par value, common and preferred stock, \$100 per share.

**FUNDED DEBT.**—First consolidated 5 p. c. gold bonds, authorized, \$400,000, issued, \$140,000; dated Nov. 1, 1898, due 1938; denom. \$1,000; coupon, but may be registered; int. payable May and Nov.; at office of United States Mortgage & Trust Co., trustee.

Electric Ry., Light & Power Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; dated Aug. 1, 1892, due 1912; int. payable Feb. and Aug., at office of Fourth Nat'l Bank, of New York City; trustee of mortgage, Kansas Loan & Trust Co., of Topeka, Kan.

Sedalia & Brown Springs Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, \$80,000, issued, \$50,000; dated Dec. 1, 1894, due 1914.

**NOTE.**—The first mortgage bonds may be called for payment on any interest day after 1897 at 4 p. c. premium, and on any interest day after 1907 at 30 days' notice. By the terms of the mortgage, 5 p. c. of the whole loan is to be passed to a sinking fund after 1901, for the final redemption of the bonds.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 29; gauge, 4 ft. 8½ in.; 35 lb. T rail; 18 motor cars; 700 H. P. station plant; Buckeye & Phoenix engines, Gen. Elec. and Sprague dynamos and motors, St. Louis cars and trucks.

**OFFICERS.**—Pres. D. H. Smith, Sedalia; V. Pres. Wm. B. Broomall, Chester, Pa.; Sec. & Treas. Thos. J. Osborne, Sedalia, Mo.; Supt. R. B. Hammer, Ch. Engr. & Elecn. D. F. Webster.

**DIRECTORS.**—Wm. B. Broomall, Chester, Pa.; L. H. Duhring, Philadelphia, Pa.; D. H. Smith, Wm. H. Powell, W. S. Shirk, Thos. Osborn, Lewis Davis, Sedalia, Mo.

**GENERAL OFFICE,** 117 E. 3rd St., Sedalia, Mo.

Date of information, Jan., 1903. z



**SPRINGFIELD.**

Population in 1890, 21,050, in 1900, 23,267, in 1902 (local estimates), 30,000.

**Springfield Traction Co.**—Chartered in 1895, as the successor to the Metropolitan Electric Ry. Co., whose property was sold on Apr. 11, 1895, under foreclosure of mortgages, for \$550,000.

CAPITAL STOCK, \$400,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$330,000; dated July, 1895, due 1925; denom. \$1,000; not subject to call; int. payable at office of St. Louis Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15.8; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 22 motor and 9 trail cars; 420 H. P. station plant; West. dynamos and motors.

**OFFICERS.**—Pres. & Man. George W. Parker, V. Pres. A. J. Eisenmayer, Sec. C. H. Smith, Treas. J. F. G. Bentley, Supt. Seth Barham.

**GENERAL OFFICE,** Springfield, Mo. Office of Pres., Union Trust Bldg., St. Louis, Mo.

Date of information, Jan., 1903.

**Kickapoo Transit Co.**—This road is being equipped electrically.

**PLANT AND EQUIPMENT.**—Miles of track, 4.5; 4 cars.

**OFFICERS.**—Pres. Treas. & Pur. Agt. L. H. Murray, V. Pres. J. R. Vaughan, Sec. W. D. Murray.

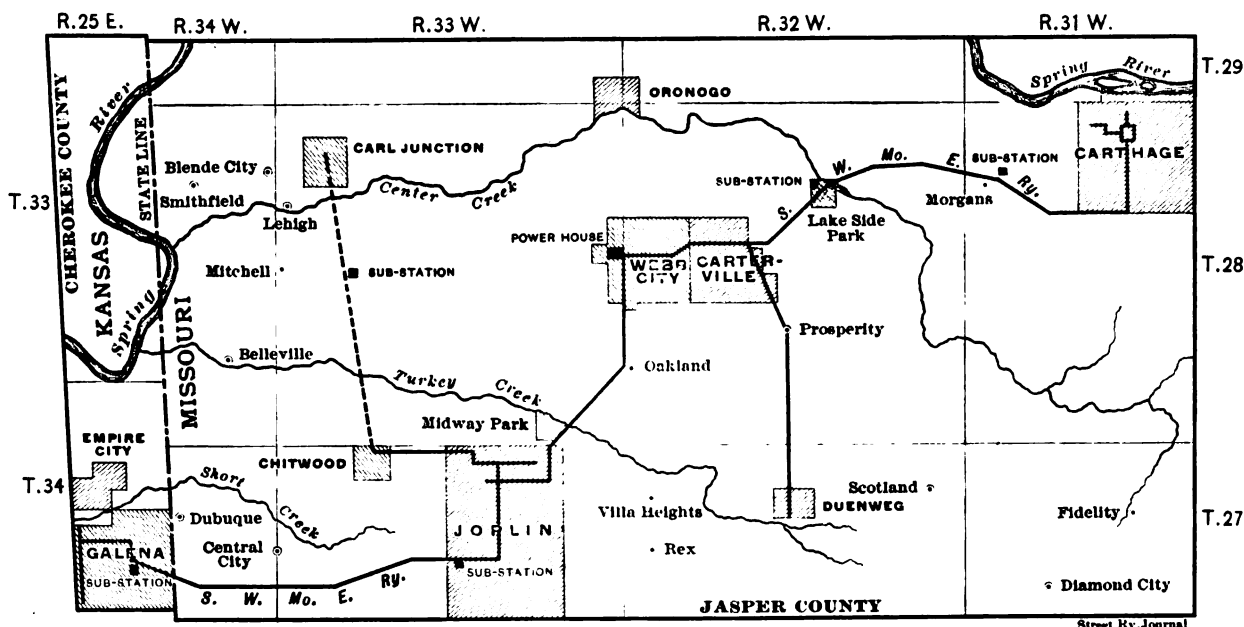
principal of all bonds payable at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, \$300,000 (mortgage covering all property), dated Nov. 1, 1899, due on call after Nov. 1, 1902; denom. \$1,000; int. payable at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

| OPERATION.—Year ending Aug. 31, |           |           |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|
|                                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Total receipts.....             | \$115,050 | \$166,377 | \$213,865 | \$203,630 | \$206,799 |
| Op. ex. inc. taxes & ins..      | *71,930   | 91,509    | 124,461   | 122,394   | 124,356   |
| Earnings from oper....          | 43,120    | 74,868    | 89,404    | 81,236    | 82,443    |
| Deduct. from earnings           |           |           |           |           |           |
| Interest on bonds..             | 30,000    | 30,566    | 35,250    | 45,750    | 46,963    |
| Net income.....                 | 13,120    | 44,302    | 54,154    | 35,486    | 35,480    |
| P. c. op. exp. to tot. rec.     | 62.52     | 55.00     | 58.19     | 60.1      | 60.0      |
| *Total expenses.                |           |           |           |           |           |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 48 lb. to 75 lb. T and girder rail; 43 motor cars; Cooper and Bates engines. Gen. Elec., Walker and West. dynamos and motors, Laclede, St. Louis, Jackson & Sharp, and American cars, Brill, Peckham, American, Jackson & Sharp and McGuire trucks, one power station, 4 sub-stations, three-phase system of 11,000 volts.

**OFFICERS.**—Pres. & Treas. A. H. Rogers, V. Pres. E. Z. Wallower, Sec. A. G. Knisely, Supts. E. J. Pratt, Motive Power; S. W. Gunsalus, Transportation; Road Master, F. C. Dunlap.



MAP SHOWING THE LINES OF THE SOUTHWEST MISSOURI ELECTRIC RAILWAY CO.

**GENERAL OFFICE,** Springfield, Mo.

Date of information, Jan., 1903.

**WEBB CITY.**

Population in 1880, 1,588, in 1890, 5,043, in 1900, 9,201.

**Southwest Missouri Electric Railway Co.**—On Sept. 1, 1896, this company acquired, by purchase, the Joplin & Galena Electric Ry. Co., which company owned and operated an electric railway in Joplin, Mo., extending thence to Galena, Kan. This company also acquired, by purchase, the Jasper County Electric R. R. Co., which company owned and operated an electric railway in Carthage, Mo., extending thence to Cartersville, Mo. The lines of the Southwest Missouri Electric Ry. Co. now connect Carthage, Cartersville, Webb City and Joplin, Mo., and Galena, Kan., with branch lines running from Joplin to East Joplin, and from Cartersville to Prosperity, and serve a population of about 100,000.

CAPITAL STOCK, authorized and issued, \$800,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered. Of these bonds, \$200,000 cover the original property of the Southwest Missouri Electric Ry. Co., Prosperity to Joplin; dated Mar. 1, 1893, subject to call Mar. 1 of any year after 1903; int. payable Mar. and Sept.; \$120,000 cover the property acquired from the Joplin & Galena Electric Ry. Co., Joplin to Galena; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable Jan. and July; \$180,000 cover the property acquired from the Jasper County Electric R. R. Co., Carthage to Cartersville; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable Jan. and July. Denom. of all bonds, \$500; int. and

**DIRECTORS.**—S. McReynolds, Carthage, Mo.; A. H. Rogers, Joplin, Mo.; E. Z. Wallower, A. G. Knisely, E. S. Herman, H. L. Hershey, W. B. Meetch, E. Bailey, Harrisburg, Pa.; W. S. Chinn, Webb City, Mo.

**GENERAL OFFICE,** Webb City, Mo. Branch office, Harrisburg, Pa.

**REFERENCES.**—Improvements of system, Vol. XVI, Aug. 4, '00, p. 690 (ill. and map).

Date of information, Mar., 1903.

For map of road see this page.

**MONTANA.**  
**ANACONDA.**

Population in 1900, 9 453.

**Electric Light & Railway Dept.** (Anaconda Copper Mining Co.)

**PLANT AND EQUIPMENT.**—Miles of track (electric) 5.75; gauge, 4 ft. 8½ in.; 18 cars, of which 6 are motor cars and 12 trail cars.

**OFFICERS.**—Man. Herbert McNulta, Pur Agt. J. A. Dunlap, Ch. Elec. Thos Burke, M. M. Wm. West.

Date of information, Mar., 1903.

**BOZEMAN.**

Population in 1880, 894, in 1890, 2,143, in 1900, 3,500.

**Bozeman Street Railway Co.**—Municipal franchise granted Apr. 1892, for 50 years.

Please note date of information at end of each report.

CAPITAL STOCK, authorized and issued, \$20,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; gauge, 4 ft. 8½ in.; 2 motor cars.

OFFICERS.—Pres. & Gen. Man. Samuel A. Mendenhall, V. Pres. Thomas Duncan, Sec. & Treas. George Cox, Elec. W. W. Livingston.

DIRECTORS.—Samuel A. Mendenhall, Thomas Duncan, Mrs. Thomas G. Hutt, Geo. Cox, Joseph Countz.

Date of information, Mar., 1903.

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## BUTTE.

Population in 1880, 3,363, in 1890, 10,723, in 1900, 30,470.

**Butte Electric Railway Co.**—Incorporated in West Virginia, Dec. 1899, as the successor to the Butte Consolidated Railway Co., which was chartered Apr., 1887, and sold at foreclosure sale in 1899. The new company has built new power house and car barn and extended the road to Walkerville, Englewood and Coursing Park.

CAPITAL STOCK, \$1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$700,000; dated Mar. 1, 1900, due 1925; subject to call on and after Mar. 1, 1915; sinking fund of 10 p. c. begins Mar. 1, 1916; int. payable Mar. and Sept. at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 25.5; gauge, 4 ft. 8½ in.; 40 lb. 52 lb. and 72 lb. T rail; 39 motor passenger cars and 9 motor freight cars; 1300 H. P. engines, 2-725 K. W. dynamos, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos, Sprague motors, St. Louis and Stephenson cars, Peckham, Graham and Stephenson trucks.

OFFICERS.—Pres. W. A. Clark, V. Pres. Francis E. Sargent, Sec. & Treas. J. C. Kennedy, (49 Wall St., N. Y. City.) Gen. Man. J. R. Wharton, Supt. J. S. Wathey, Ch. Engr. C. H. Bucher, Elec. George Whitcomb.

GENERAL OFFICE, Main and Park Sts., Butte, Mont.

REFERENCES.—Notes on system, Vol. XVII, May 4, '01, p. 523, (ill.); description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Mar., 1903.

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## GREAT FALLS.

Population in 1890, 3,979, in 1896 (census), 11,300, in 1900, 14,930.

**Great Falls Street Railway Co.**—Chartered Apr., 1890, for 20 years.

CAPITAL STOCK, authorized, \$200,000, issued \$100,000; par value, \$25 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized \$500,000; issued, \$246,500; dated June 1, 1891, due 1905; int. payable June and Dec., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

| OPERATION.—Year ending Dec. 31,          | 1899.    | 1900.    | 1901.    |
|------------------------------------------|----------|----------|----------|
| Total receipts.....                      | \$29,244 | \$47,397 | \$42,750 |
| Operating expenses, including taxes..... | 27,587   | 43,760   | 39,659   |
| Earnings from operation.....             | 1,657    | 3,637    | 3,091    |

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 10 in.; 40 lb. and 45 lb. T and girder rail; 16 cars; Gen. Elec. dynamos and motors, Northern cars, McGuire trucks; rent power.

OFFICERS.—Recr. & Supt. W. D. Dickinson, Pres. A. S. Bigelow, Boston; V. Pres. H. H. Stevens, Boston, Mass.; Sec. & Treas. W. J. Ladd, Boston; Ch. Engr. of Power Station, G. H. Jay.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 251 (ill).

Date of information, Jan., 1903.

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## HELENA.

Population in 1890, 13,834, in 1900, 10,770, in 1903, (local estimates) 14,000.

**Helena Light & Traction Co.**—This company is the successor to the Helena Power & Light Co.

CAPITAL STOCK, \$250,000; par value, \$100 per share.

FUNDED DEBT.—Street railway and electric lighting plant, \$225,000; gas plant, \$175,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 28 lb. to 45 lb. girder and T rail; 15 cars, of which 11 are motor cars and 4 trail cars; 2 175-K. W. West rotary transformers; Pullman, Northern and Stephenson cars. Power from Missouri River.

OFFICERS.—Pres. T. A. Marlow, Sec. H. L. Walker, Treas. A. L. Smith.

GENERAL OFFICE, Main St., opposite Montana National Bank.

REFERENCES.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

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# NEBRASKA.

## BEATRICE.

Population in 1880, 2,447, in 1890, 13,836, in 1900, 7,875.

**Beatrice Electric Co.**—This road has gone out of existence.

Date of information, Jan., 1903.

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## FREMONT.

Population in 1880, 3,013, in 1890, 6,747, in 1900, 7,241.

**City Street Railway Co.**—This company is not operating at present, but contemplates equipping the road electrically.

CAPITAL STOCK, \$45,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 7 horse cars.

OFFICERS.—Pres. F. Fowler, V. Pres. F. Meyer, Sec. Treas. & Gen. Man. E. N. Morse.

DIRECTORS.—F. Fowler, F. Meyer and E. N. Morse.

GENERAL OFFICE, Fremont, Neb.

Date of information, Jan., 1903.

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## GRAND ISLAND.

Population in 1880, 2,963, in 1890, 7,536, in 1900, 7,554.

**Street Railway of Grand Island.**

CAPITAL STOCK, \$50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8 in.; 20 lb. and 30 lb. T rail; 40 horses, 7 horse cars; Waterloo cars.

OFFICERS.—Pres. H. J. Joehnk, V. Pres. Treas. & Gen. Man. H. C. Joehnk, Sec. H. T. J. Fuehrman.

Date of information, Mar., 1901.

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## LINCOLN.

Population in 1880, 13,003, in 1890, 55,154, in 1900, 40,169.

**Lincoln Traction Co.**—This company is the successor in Jan., 1898, to the Lincoln Street Ry. Co.

Capital Stock.—Common stock, \$365,000.

Preferred stock, \$700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, \$250,000, issued, \$100,000; coupon, but may be registered; dated Dec. 1, 1899, due 1919; denom. \$1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York.

Operation.—Year ending Dec. 31,

|                                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Gross receipts.....                     | \$113,306 | \$132,996 | \$163,634 | \$188,255 | \$213,926 |
| Reconstruction & operating expenses.... | 95,887    | 147,931   | 127,388   | 146,000   |           |
| Earnings from operation                 | 17,519    | *14,935   | 36,246    | 42,255    |           |
| *Deficit.                               |           |           |           |           |           |

Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 90 cars, of which 50 are motor cars and 40 trail cars; Gen. Elec. dynamos, West. Gen. Elec. and Short motors.

Officers.—Pres. M. L. Scudder, V. Pres. William Belcher, Sec. & Treas. Frank H. Carter, Man. J. H. Humpe, Pur. Agt. & Supt. H. C. Hartley.

General Office, 939 O. St., Lincoln, Neb.; New York office, 32 Liberty St.

Date of information, Mar., 1903.

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## NEBRASKA CITY.

Population in 1890, 11,494, in 1900, 7,380, in 1903, (local estimates), 10,000.

**Nebraska City Street Railway Co.**—Chartered June, 1888, for 99 years. Annual meeting in Jan. This road is being changed to an electric road, and will be ready for operation July 1, 1903.

CAPITAL STOCK, authorized, \$150,000, issued, \$17,500.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$100,000, none yet issued.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. to 60 lb. rail; 14 horses, 5 horse cars.

OFFICERS.—Pres. & Gen. Man. H. H. Bartling, V. Pres. J. J. Teten, Sec. J. C. Watson, Treas. F. W. Rodenbrock.

DIRECTORS.—H. H. Bartling, J. J. Teten, F. W. Rodenbrock, J. C. Watson, Wm. Schminke, M. E. Duff.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

**OMAHA.**

The population in 1880, 30,518, in 1890, 140,452, in 1900, 102,555. In 1900 it was estimated that there were 200,000 people living within 6 miles of the Union Depot.

**Omaha and Council Bluffs Street Railway Co.**—This company has acquired by purchase all of the Street Railway properties in the city of Omaha and, in addition, has leased the properties of the Council Bluffs St. Ry. Co., the Omaha, Council Bluffs & Suburban Ry. Co., and the Omaha, Council Bluffs Ry. & Bridge Co., for a period of 99 years from Aug. 1, 1902, all of the properties named being situated in the city and suburbs of Council Bluffs, Iowa.

**CAPITAL STOCK**, authorized, \$10,000,000, issued, \$5,000,000, common; preferred, authorized, \$5,000,000, issued, \$4,000,000, 5 p. c. cumulative, par value \$100 per share.

**FUNDED DEBT.**—First consolidated 5 p. c. gold bonds, authorized, \$10,000,000, issued, \$4,850,000, dated Dec. 1, 1902, due 1928.

Omaha St. Ry. Co's. 5 p. c. gold bonds authorized and issued, \$2,500,000; dated May 1, 1889, due 1914.

Funded debt of leased lines, \$400,000, 6 p. c. bonds, and \$250,000 5 p. c. bonds.

**PLANT AND EQUIPMENT.**—Miles of track (electric) owned, 90; leased, 32; 232 motor cars, 25 trail cars, Gen. Elec. dynamos, Allis, Wright & West engines, Gen. Elec. and West. motors; Jones, American, Pullman and Stephenson cars.

**OFFICERS.**—Pres. Frank Murphy, V. Pres. Guy C. Barton, Sec. R. A. Leussler, Treas. & Gen. Man. W. A. Smith, Gen. Supt. F. A. Tucker, Mast. Mech. & Elec. H. B. Noyes.

**DIRECTORS.**—Frank Murphy, Guy C. Barton, C. W. Wattles, W. V. Morse, W. A. Smith, Randal Morgan, Albert Strauss, Hugh McCowan, G. R. Tyler.

**GENERAL OFFICE**, Merchants National Bank Bldg., Omaha, Neb.  
Date of information, Mar., 1903. z

**Metropolitan Cable Ry. Co.**—This is a suburban road connecting with the Omaha Street Ry. Co. by transfer, but operated independently. The road is owned and operated by Guy C. Barton.

**Plant and Equipment.**—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; Detroit and Sprague motors; power is furnished by the Omaha Street Ry. Co. under special arrangement.

**Officers.**—Pres. Guy C. Barton, Sec. Wm. S. Cox, Treas. W. L. Selby, Supt. L. C. Nash.

Date of information, Jan., 1902. z

**RED CLOUD.**

Population in 1900, 1,554.

**Red Cloud Street Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (horse) 1.5; 4 cars.

**OWNER.**—L. M. Crabill.

Date of information, Jan., 1902. d

**NEW HAMPSHIRE.****BERLIN.**

Population in 1900, 8,886.

**Berlin Street Railway.**—This company commenced operation in Sept., 1902.

**CAPITAL STOCK**, common, authorized and issued, \$80,000; preferred, authorized and issued, \$30,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$105,000; int. payable Feb. and Aug. at office of Union Trust Co., Portland, Me., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 7.75; gauge 4 ft. 8½ in.; 60 lb rail, 6 motor cars; Northern Electrical Mfg. Co., dynamo, Lorain Steel Co. and Gen. Elec. motors, Laconia cars and trucks. Power rented.

**OFFICERS.**—Pres. E. W. Gross, Auburn, Me.; Sec. A. I. Lawrence, Treas. & Gen. Man. W. J. Jones.

**DIRECTORS.**—E. W. Gross, Frank Ridlon, J. T. Libbey, A. I. Lawrence, Herbert J. Goss, Chas. W. McAllister, Wm. A. Ames.

**GENERAL OFFICE**, Berlin, N. H.

Date of information, Mar., 1903. z

**CHARLESTOWN.**

Population, in 1880, 1,587; in 1890, 1,740; in 1900, 1,960.

**Springfield Electric Railway Co.**—This company owns an electric railway running from Cheshire bridge to Charlestown and Springfield station, about two miles, which is leased to the Springfield Electric Ry. Co., of Springfield, Vt., for 99 years, at an annual rental of one dollar.

**CAPITAL STOCK**, \$12,000.

**OFFICERS.**—Pres. Nathaniel G. Brooks, V. Pres. Jas. A. Hunt, Sec. & Treas. Frank W. Hamlin, Gen. Man. & Supt. Edward C. Crosby.

**DIRECTORS.**—N. G. Brooks, Jas. A. Hunt, Wm. R. Sheldon, Frank W. Hamlin, Charlestown, N. H.; Edward C. Crosby, Springfield, Vt.

**GENERAL OFFICE**, Charlestown, N. H.

Date of information, Mar., 1903. z

**CHESTER.**

Population in 1880, 1,136, in 1890, 1,958, in 1900, 2,450.

**Chester & Derry Railroad Association.**—This company commenced operation on Oct. 1, 1896. Annual meeting May 1.

**CAPITAL STOCK**, authorized and issued, \$50,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$50,000; dated June, 1896, due 1926; denom. \$500; int. payable June and Dec., at office of International Trust Co., of Boston, trustee of mortgage.

**NOTE.**—The first mortgage bonds may be called for payment at 105 and accrued interest after 1901.

| OPERATION.—Year ending June 30, |         |         |          |          |
|---------------------------------|---------|---------|----------|----------|
|                                 | 1898.   | 1899.   | 1901.    | 1902.    |
| Receipts from passengers...     | \$8,372 | \$8,344 | \$10,386 | \$10,233 |
| " " other sources.              | 1,678   | 1,996   | 1,862    | 1,763    |
| " total .....                   | 10,050  | 10,340  | 12,248   | 11,996   |
| Operating expenses.....         | 8,035   | 7,537   | 7,700    | 8,680    |
| Earnings from operation....     | 2,015   | 2,803   | 4,548    | 3,316    |
| Deductions from earnings.       |         |         |          |          |
| Interest on funded debt.        | 2,500   | 2,500   | 2,500    | 2,500    |
| " on unfunded debt.             | 163     | 277     | 315      | 368      |
| Net deficit.....                | 648     | *26     | *1,733   | 449      |
| *Surplus.                       |         |         |          |          |

| OPERATING EXPENSES.                   |  |         |         |
|---------------------------------------|--|---------|---------|
| Year ending June 30,                  |  | 1901.   | 1902.   |
| General expenses.....                 |  | \$ 311  | \$ 333  |
| Maintenance of way and buildings..... |  | 767     | 1,152   |
| " " equipment.....                    |  | 98      | 227     |
| Transportation expenses.....          |  | 6,524   | 6,969   |
| Total.....                            |  | \$7,700 | \$8,680 |

| STATISTICS OF TRAFFIC.               |  |         |         |
|--------------------------------------|--|---------|---------|
| Year ending June 30,                 |  | 1901.   | 1902.   |
| Passengers carried.....              |  | 234,776 | 233,218 |
| Car miles run.....                   |  | 57,200  | 57,100  |
| Freight car miles run.....           |  |         | 4,780   |
| Total receipts per car mile.....     |  | \$2.14  | \$1.94  |
| Operating expenses per car mile..... |  | .135    | .140    |

| BALANCE SHEET.—Dated June 30,  |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |           |
|                                | 1898.     | 1899.     | 1901.     | 1902.     |
| Cost of road.....              | \$ 81,274 | \$ 81,274 | \$ 81,578 | \$ 81,578 |
| Cost of equipment.....         | 11,139    | 12,985    | 14,466    | 14,727    |
| Land and buildings.....        | 10,155    | 10,487    | 11,103    | 11,886    |
| Cash.....                      | 313       | 125       |           |           |
| Profit and loss (deficit)..... | 2,455     | 2,430     | 371       |           |
| Total.....                     | \$105,336 | \$107,301 | \$107,519 | \$108,191 |

| LIABILITIES.                 |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....             | 50,000    | 50,000    | 50,000    | 50,000    |
| Loans and bills payable..... | 5,128     | 7,093     | 7,311     | 8,114     |
| Accrued interest.....        | 208       | 208       | 208       | 77        |
| Total.....                   | \$105,336 | \$107,301 | \$107,519 | \$108,191 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 motor cars, 1 freight car, 1 snow plow; West. dynamos and motors, Briggs cars, Peckham trucks; rent power.

**OFFICERS.**—Pres. C. S. Campbell, V. Pres. & Supt. Chas. Bartlett, Sec. A. H. Wilcomb, Treas. & Gen. Man. F. J. Shepard.

**DIRECTORS.**—C. S. Campbell, G. K. Bartlett, Chas. Bartlett, A. H. Wilcomb, N. W. Goldsmith, G. S. West, F. J. Shepard.

**GENERAL OFFICE**, Derry Depot, N. H.

Date of information, Jan., 1903. z

**CLAREMONT.**

Population in 1900, 6,498.

**Claremont Railway & Lighting Co.**—Chartered Mar., 22, 1901. This company owns and operates the electric light plant of Claremont, and is building an electric railway which it expects to have in operation by June 1, 1903.

**CAPITAL STOCK**, authorized, \$100,000, issued, \$81,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$75,000, denom. \$1,000; American Loan & Trust Co., Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric) 8; gauge, 4 ft. 8½ in.; 7 cars.

OFFICERS.—Pres. H. R. Beckwith, V. Pres. J. T. Emerson, Sec. E. B. Heywood, Treas. O. B. Rand.

DIRECTORS.—H. R. Beckwith, F. P. Maynerd, E. B. Heywood, I. F. Chandlers, J. T. Emerson.

Date of information, Mar., 1903.

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### CONCORD.

Population in 1880, 13,843, in 1890, 17,004, in 1900, 19,632

**Boston & Maine Railroad.**—(Controls, as an electric branch, line between Concord and Manchester.

PLANT AND EQUIPMENT.—Miles of track (electric) 17.8; 16 cars.

OFFICERS.—Supt. H. A. Albin, Concord; Ch. Elec., F. D. Hall.

OFFICE, Passenger Station, Concord.

REFERENCE.—Description of road, Vol. XX, Dec. 6, '02, p. 921 (ill.)

Date of information, Mar., 1903.

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**Concord Street Railway.**—Chartered 1879, in perpetuity. Annual meeting first Wednesday in Sept. This road is owned by the Boston & Maine R. R. Co.

CAPITAL STOCK.—Common stock, authorized, \$100,000, issued, \$50,000; par value, \$100 per share.

6 p. c. cumulative preferred stock, authorized, \$100,000, issued, \$50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, \$150,000, issued, \$118,500, in escrow (see Note), \$31,500; dated Dec. 1, 1893, due 1913; denom. \$500; int. payable June and Dec., at office of Nat'l Bank of Redemption, of Boston, trustees of mortgage, John F. Jones and Josiah E. Fernald, of Concord.

NOTE.—\$31,500 of the first mortgage bonds are in the hands of the trustees and may be issued and sold for new track and rolling stock at a rate not exceeding 75 per cent. of the cost thereof, nor \$3,000 per mile of track.

The first mortgage bonds may be called for payment in 1898 or at any time thereafter till 1903 at 102 and accrued interest, and in 1903 and thereafter they may be called at par and accrued interest.

OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$51,979 | \$54,983 | \$60,955 | \$68,740 | \$75,490 |
| " " other sources.....       | 461      | 2,381    | 3,513    | 1,535    | 2,439    |
| " " total.....               | 52,440   | 57,364   | 64,468   | 70,275   | 77,929   |
| Operating expenses.....      | 44,510   | 49,475   | 50,869   | 54,893   | 69,835   |
| Earnings from operation....  | 7,930    | 7,889    | 13,599   | 15,382   | 8,095    |
| Deductions from earnings.    |          |          |          |          |          |
| Interest charges.....        | 5,912    | 5,951    | 6,140    | 6,020    | 6,436    |
| Taxes.....                   | 811      | 793      | 815      | 916      | 933      |
| Improvements.....            |          |          | 884      |          | 7,214    |
| Net income.....              | 1,207    | 1,145    | 5,760    | 8,446    | *7,488   |
| Total surplus.....           |          |          |          | 11,971   | *13,329  |

\*Deficit.

#### OPERATING EXPENSES.

|                                       | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| Year ending June 30,                  |          |          |
| General expenses.....                 | \$13,854 | \$13,279 |
| Transportation expenses.....          | 26,127   | 33,954   |
| Maintenance of way and buildings..... | 9,018    | 8,576    |
| " " equipment.....                    | 5,895    | 14,026   |
| Total.....                            | \$54,893 | \$69,835 |

#### STATISTICS OF TRAFFIC.

|                                      | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Year ending June 30,                 |           |           |
| Passengers carried.....              | 1,374,808 | 1,510,856 |
| Car miles run.....                   | 393,795   | 451,372   |
| Total receipts per car mile.....     | \$ .179   | \$ .172   |
| Operating expenses per car mile..... | .139      | .155      |

BALANCE SHEET.—Dated June 30,

|                                | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |           |           |
| Construction.....              | \$ 91,700 | \$ 91,700 | \$ 91,761 | \$ 90,978 | \$ 98,193 |
| Equipment.....                 | 102,398   | 103,973   | 104,795   | 112,244   | 112,244   |
| Real estate.....               | 29,894    | 30,140    | 30,140    | 30,636    | 20,636    |
| Cash assets.....               | 1,015     | 455       | 3,644     | 2,793     | 2,967     |
| Bills receivable.....          | 2,500     | 2,500     |           |           |           |
| Materials and supplies.....    |           |           |           | 2,135     | 2,419     |
| Profit and loss (deficit)..... | 1,018     | 2,057     |           |           |           |

Total.....\$228,525 \$230,825 \$230,340 \$238,786 \$246,458

#### LIABILITIES.

|                                | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock com.....         |           |           |           |           |           |
| " " pref.....                  | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    |
| Funded debt.....               | 118,500   | 118,500   | 118,500   | 118,500   | 118,500   |
| Bills payable.....             | 10,025    | 12,325    | 11,825    | 8,316     | 14,629    |
| Profit and loss (surplus)..... |           |           | 15        | 11,971    | 13,329    |

Total.....\$228,525 \$230,825 \$230,340 \$238,786 \$246,458

PLANT AND EQUIPMENT.—Miles of track (electric), 12.71; gauge, 3 ft.; 50 lb. and 60 lb. T and 90 lb. girder rail; 29 cars, of which 23 are motor cars and 6 trail cars, 2 snow plows, 500 H. P. station plant; Rollins engines, Gen. Elec. and West. dynamos and motors, Briggs, Lamokin and Stephenson cars, Tripp and Taylor trucks.

OFFICERS.—Pres. Lucius Tuttle, Boston, Mass.; Sec. John M. Mitchell, Concord, N. H.; Treas. John F. Webster, Concord, N. H.; Supt. Henry A. Albin, Concord, N. H.; Gen. Pass. Agt. Frank E. Brown, Concord, N. H.; Gen. Audr. Fred S. Heath, Concord, N. H.;

DIRECTORS.—Lucius Tuttle, Benj. A. Kimball, Samuel C. Lawrence, Chas. E. Morrison, Henry R. Reed, Alvah W. Sulloway, Hiram A. Tuttle.

GENERAL OFFICE, B. & M. Passenger Station, Concord, N. H.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Feb., 1903.

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### DOVER.

Population, in 1880, 11,687, in 1890, 12,790, in 1900, 13,207.

**Dover, Somersworth & Rochester Street Railway Co.**—Chartered in Mar., 1901, in perpetuity, to take over the Union Electric Ry. Co., of Dover, and the Rochester Street R. R. Co. The formal consolidation was effected on July 1, 1901, and on that date the road was leased to the Exeter, Hampton & Amesbury Street Ry. Co. for 99 years, which is now owned and controlled by the New Hampshire Traction Co.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold sinking fund bonds; authorized and issued, \$300,000; coupon, but may be registered, dated July 1, 1901, due 1921; denom. \$1,000; int. payable Jan. and July, at office of American Loan & Trust Co., Boston, trustee of mortgage.

NOTE.—\$5,000 will be passed to sinking fund in 1904, and annually thereafter. Bonds cannot be called for payment before maturity, and are guaranteed, principal and interest, by the Exeter, Hampton & Amesbury Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.20; 60 lb. and 70 lb. girder rail; 31 motor cars.

OFFICERS.—Pres. Chas. H. Tenney, Treas. Henry A. Tenney, Boston, Mass.; Asst. Treas., Audr. & Clerk, Harry S. Stone, Exeter, N. H.; Gen. Man. Franklin Woodman, Haverhill, Mass.; Albert B. Leighton, Dover, N. H.

DIRECTORS.—Chas. H. Tenney, Henry A. Tenney, Frederic P. Royce, Frank N. Stearns, Harry S. Stone.

Date of information, Sept., 1902.

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**Union Electric Railroad.**—This company is a reorganization of the Union Street Ry. Co., whose property was sold at auction on Aug. 8, 1896. On July 1, 1901, this company was consolidated with the Rochester R. R. Co. into the Dover, Somersworth & Rochester Street Ry. Co., which was leased on that date to the Exeter, Hampton & Amesbury Street Ry. Co., Exeter, N. H.

Date of information, Feb., 1902.

b x

### EXETER.

Population in 1880, 3,569, in 1890, 4,284, in 1900, 4,922.

**New Hampshire Traction Co.**—This company was incorporated in 1901 to take over a number of electric street railways in New Hampshire and Massachusetts, electric lighting plants in Exeter and Portsmouth, N. H., and a gas business in the last named city. The roads acquired are as follows: Amesbury & Hampton, Seabrook & Hampton Beach, Haverhill & Plaistow, Haverhill, Plaistow & Newton, Portsmouth & Exeter, Dover, Somersworth & Rochester, Exeter, Hampton & Amesbury, Hudson, Pelham & Salem, Haverhill & Southern New Hampshire, Lawrence & Methuen, and the Lowell & Pelham street railways; also the Rockingham County Light & Power and the Granite State Land Co. The company controls about 135 miles of electric railway. The capital stock and the funded debt of all the above companies except the Exeter, Hampton & Amesbury, \$100,000 of the Dover, Somersworth & Rochester, and the Amesbury & Hampton companies' bonds, are owned by the New Hampshire Traction Co.

CAPITAL STOCK, authorized, \$1,000,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 4½ p. c. gold sinking fund bonds authorized, \$7,500,000, issued, \$6,625,000; coupon, but may be registered; dated July 1, 1902, due 1942, without privilege of earlier redemption; denom. \$1,000; int. payable Jan. and July at office of the New York Security & Trust Co., New York, trustee of mortgage.

NOTE.—Of this issue of bonds, \$375,000 are held in escrow to retire underlying bonds, and \$500,000 are held for further extensions and improvements. Mortgage provides for sinking fund of \$40,000 per annum to commence May 1, 1910. Bonds, if purchased, are to be kept alive and interest accrues to benefit of sinking fund.

OFFICERS.—Pres. Chas. S. Fairchild, V. Pres. Chas. H. Tenney, Sec. F. P. Royce, Treas. H. A. Tenney.

Please note date of information at end of each report.

**DIRECTORS.**—Chas. S. Fairchild, W. W. Miller, Abram Hyatt, Chas. H. Tenney, G. H. Whitcomb, F. W. Stearns, Bradley W. Palmer, H. A. Royce, F. P. Royce, W. F. Calender, Howard Abel, J. S. Bartlett.

**GENERAL OFFICE,** Hampton, N. H.

**Date of information,** Apr., 1903.

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**Exeter, Hampton & Amesbury Street Railway Co.**—This company is a consolidation of the Rockingham Electric Co., the Hampton & Amesbury St. Ry. Co. and the Exeter St. Ry. Co., all New Hampshire corporations. The road operated by this company, when it crosses the Massachusetts State line continues under the name of Amesbury & Hampton St. Ry. Co., a Massachusetts corporation, which is now leased to this company for 25 years from July 1, 1900. On July 1, 1901, this company leased the Dover, Somersworth & Rochester St. Ry. for 99 years, and in the same year control of the road was assumed by the New Hampshire Traction Co. On May 8, 1902, the company commenced operation of the Haverhill, Plaistow & Newton Ry.

**CAPITAL STOCK,** authorized and issued, \$275,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds issued, \$225,000, dated June 1, 1899, due June 1, 1919; int. payable June and Dec. Sinking fund of \$3,000 per annum begins in 1904. These bonds are not subject to call.

**OPERATION.**—Year ending June 30,

|                                      | 1899.    | 1900.    | 1901.    | 1902.     |
|--------------------------------------|----------|----------|----------|-----------|
| Receipts from passengers.....        | \$29,651 | \$51,254 | \$61,305 | \$161,509 |
| " lighting, pavilion, etc.           |          | 23,774   | 41,167   | 57,193    |
| " other sources.....                 | 6,918    |          | 2,826    | 8,794     |
| " total.....                         | 36,569   | 75,028   | 105,298  | 227,496   |
| Operating expenses.....              | 29,278   | 47,343   | 67,970   | 179,227   |
| Earnings from operation.....         | 7,291    | 27,685   | 37,328   | 48,269    |
| Deductions from earnings.            |          |          |          |           |
| Interest.....                        | 4,290    | 10,765   | 13,248   | 12,188    |
| Taxes.....                           |          |          | 91       | 1,056     |
| Rentals.....                         |          |          |          | 28,574    |
| Net income.....                      | 3,001    | 16,920   | 23,989   | 6,450     |
| Dividends paid.....                  | 4,500    | 10,125   | 12,250   | 8,250     |
| Surplus account.....                 | 3,432    | 6,795    | 11,739   | *1,800    |
| P. c. op. ex. to total receipts..... | 80.06    | 63.1     | 64.5     | 78.9      |

\*Deficit.

#### OPERATING EXPENSES.

| Year ending June 30,           | 1899.    | 1900.    | 1901.    | 1902.     |
|--------------------------------|----------|----------|----------|-----------|
| General expenses.....          | \$ 7,416 | \$17,392 | \$30,903 | \$76,724  |
| Maintenance of way and bldgs.. | 1,707    | 1,851    | 2,265    | 8,374     |
| Maintenance of equipment.....  | 786      | 987      | 1,689    | 7,360     |
| Transportation expenses.....   | 19,369   | 27,112   | 33,112   | 91,896    |
| Total.....                     | \$29,278 | \$47,343 | \$67,970 | \$184,354 |
| Less unearned ins. premium.... |          |          |          | 5,127     |

\$179,227

#### STATISTICS OF TRAFFIC.

| Year ending June 30,         | 1899.   | 1900.     | 1901.     | 1902.     |
|------------------------------|---------|-----------|-----------|-----------|
| Passengers carried.....      | 600,150 | 1,001,982 | 1,191,468 | 3,227,220 |
| Car miles run.....           | 175,863 | 356,791   | 383,629   | 953,153   |
| Total receipts per car mile. | \$ .202 | \$ .210   | \$ .274   | \$ .239   |
| Op. expenses per car mile..  | .166    | .133      | .177      | .188      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....              | \$170,041 | \$260,868 | \$290,292 | \$307,427 |
| Cost of equipment.....         | 28,330    | 40,560    | 50,936    | 51,267    |
| Other permanent invest.....    | 43,634    | 41,066    | 68,618    | 71,415    |
| Land and buildings.....        |           | 83,556    | 94,039    | 94,703    |
| Cash.....                      | 2,815     | 2,024     | 1,708     | 33,044    |
| Bills and accounts receivable. | 387       |           |           |           |
| Material and supplies.....     | 1,500     | 1,475     | 1,901     | 1,292     |
| Bond sale and issue.....       |           | 15,225    | 16,875    | 16,875    |
| Total.....                     | \$246,707 | \$444,773 | \$524,369 | \$576,023 |

#### LIABILITIES.

|                                | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$225,000 | \$275,000 | \$275,000 |
| Funded debt.....               | 90,000    | 203,000   | 225,000   | 225,000   |
| Bills and accounts payable...  | 53,275    | 9,144     | 5,000     | 26,493    |
| Accrued liabilities.....       |           | 834       |           | 32,586    |
| Profit and loss (surplus)..... | 3,432     | 6,795     | 19,369    | 16,945    |
| Total.....                     | \$246,707 | \$444,773 | \$524,369 | \$576,023 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), owned, 23.17, leased, 77.83; gauge, 4 ft. 8½ in.; 29 motor cars, 1 mail car, 9 other cars; 4 snow-plows; Johnson Co. motors.

**OFFICERS.**—Pres. Chas. H. Tenney, V. Pres. & Treas. Henry A. Tenney, Boston, Mass.; Asst. Treas. & Clerk, Harry S. Stone, Exeter, N. H.; Gen. Man. Franklin Woodman, Haverhill, Mass.; Supt. Clarence P. Hayden, Hampton, N. H.

**DIRECTORS.**—Chas. H. Tenney, Henry A. Tenney, Frederic P. Royce, Frank W. Stearns, Warren Brown.

**GENERAL OFFICE,** 60 State St., Boston, Mass.

**REFERENCES.**—Description of road, Vol. XVI, Mar. 3, '00, p. 232 (ill.); description of park (brief), XVII, Feb. 2, '01, p. 187.

**Date of information,** Apr., 1903.

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### HUDSON.

Population in 1900, 1,092; Pelham, 791; Salem, 1,805.

**Hudson, Pelham & Salem Electric Railway Co.**—This company is constructing an electric railway 28.16 miles in length, and is controlled by the New Hampshire Traction Co.

**CAPITAL STOCK.**—None yet issued.

**OFFICERS.**—Pres. Chas. H. Tenney, V. Pres. & Treas. Henry A. Tenney, Asst. Treas. & Clerk Harry S. Stone, Gen. Man. Franklin Woodman.

**DIRECTORS.**—Chas. H. Tenney, Henry A. Tenney, Frederick P. Royce, Frank W. Stearns, Henry S. Stone.

**GENERAL OFFICE,** 60 State St., Boston, Mass.

**Date of information,** Apr., 1903.

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### KEENE.

Population in 1890, 7,446, in 1900, 9,165.

**Keene Electric Railway Co.**

**CAPITAL STOCK,** authorized and issued, \$120,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$60,000; dated Oct. 1, 1900, due 1920.

#### OPERATION—

|                              | 10 mos. edg. June 30, 1901. | Year ending June 30, 1902. |
|------------------------------|-----------------------------|----------------------------|
| Total receipts.....          | \$16,247                    | \$24,256                   |
| Operating expenses.....      | 12,386                      | 18,470                     |
| Earnings from operation..... | 3,861                       | 5,786                      |
| Deductions from earnings.    |                             |                            |
| Interest on funded debt..... | 1,382                       | 3,000                      |
| " " unfunded debt.....       | 852                         | 1,564                      |
| Net income.....              | 1,628                       | 1,222                      |

#### OPERATING EXPENSES.

|                                        | 10 mos. edg. June 30, 1901. | Year ending June 30, 1902. |
|----------------------------------------|-----------------------------|----------------------------|
| General expenses.....                  | \$ 1,961                    | \$ 3,276                   |
| Transportation expenses.....           | 9,331                       | 13,044                     |
| Maintenance of way and structures..... | 915                         | 1,870                      |
| " " equipment.....                     | 179                         | 279                        |
| Total.....                             | \$12,386                    | \$18,470                   |

#### STATISTICS OF TRAFFIC.

|                                      | 10 mos. edg. June 30, 1901. | Year ending June 30, 1902. |
|--------------------------------------|-----------------------------|----------------------------|
| Passengers carried.....              | 320,733                     | 474,547                    |
| Car miles run.....                   | 117,606                     | 158,415                    |
| Total receipts per car mile.         | \$ .138                     | \$ .150                    |
| Operating expenses per car mile..... | .105                        | .116                       |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                          | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|
| Cost of road.....                | \$120,982 | \$123,722 |
| " " equipment.....               | 29,590    | 30,132    |
| Other permanent investments..... | 53,322    | 60,841    |
| Cash and current assets.....     | 913       | 1,034     |
| Materials and supplies.....      | 2,166     | 2,193     |
| Total.....                       | \$206,974 | \$217,921 |

#### LIABILITIES

|                                | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$120,000 | \$120,000 |
| Funded debt.....               | 60,000    | 60,000    |
| Loans and bills payable.....   | 24,596    | 34,322    |
| Accrued interest.....          | 750       | 750       |
| Profit and loss (surplus)..... | 1,628     | 2,850     |

Total..... \$206,974 \$217,921

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.52; 9 motor cars, 2 snow plows; Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. Daniel R. Cole, Sec. Frank H. Whitcomb, Treas. G. E. Whiting, Gen. Man. Thos. T. Robinson, Supt. John H. Jennings, Audr. Geo. A. Litchfield.

**DIRECTORS.**—Daniel R. Cole, Geo. A. Litchfield, John H. Jennings, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.; Frederick N. Tirrell, Geo. E. Whiting, Hyde Park, Mass.; Thos. T. Robinson, Dedham, Mass.

**GENERAL OFFICE,** Keene, N. H.

**Date of information,** Mar., 1903.

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Please note date of information at end of each report.

## LACONIA.

Population in 1880, 3,740, in 1890, 6,143, in 1900, 8,042.

**Laconia Street Railway.**—Chartered in 1881. Annual meeting in Jan. This company was reorganized Aug., 1898, and the road has been changed to electric power with additional buildings, extensions and equipment.

**CAPITAL STOCK**, authorized and issued, \$100,000; par value, \$50 per share. Dividends payable annually in Feb.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$90,000, not yet issued; dated 1899, due 1919; int. payable May and Nov.

## OPERATION.—Year ending June 30.

|                                                                      | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------------------------------------------|----------|----------|----------|----------|----------|
| Receipts from pass.....                                              | \$ 8,085 | \$13,063 | \$22,874 | \$23,891 | \$21,493 |
| " other sources....                                                  | 1,039    | 895      | 1,044    | 987      | 873      |
| " total.....                                                         | 9,124    | 13,958   | 23,918   | 24,878   | 22,366   |
| Operating expenses.....                                              | 8,440    | 11,437   | 18,083   | 23,240   | 19,085   |
| Earnings from operation.                                             | 684      | 2,521    | 5,835    | 1,638    | 3,281    |
| Deductions from earnings.                                            |          |          |          |          |          |
| Interest.....                                                        | 480      | 1,102    | 3,820    | 3,718    | 4,452    |
| Taxes.....                                                           | 570      | 1,026    | 1,750    | 726      | 734      |
| Net income.....                                                      | *306     | 393      | 265      | *2,806   | *1,905   |
| To surplus account.....                                              |          |          | 265      |          |          |
| Total surplus account....                                            | 4,743    | †1,718   | 2,188    | *3,150   | *5,054   |
| *Deficit.                                                            |          |          |          |          |          |
| †After charging off \$3,418 on account of depreciation of equipment. |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 3,790 | \$ 2,152 |
| Transportation expenses.....          | 14,495   | 11,809   |
| Maintenance of way and buildings..... | 3,490    | 2,427    |
| " " equipment.....                    | 1,465    | 2,697    |
| Total.....                            | \$23,240 | \$19,085 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,             | 1899.   | 1900.   | 1901.   | 1902.   |
|----------------------------------|---------|---------|---------|---------|
| Passengers carried.....          | 278,175 | 464,246 | 497,521 | 436,171 |
| Car miles run.....               | 99,500  | 140,627 | 153,231 | 119,924 |
| Total receipts per car mile..... |         | \$ .170 | \$ .162 | \$ .149 |
| Operating expenses per car mile. |         | .129    | .151    | .127    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------|----------|-----------|-----------|-----------|-----------|
| Cost of road.....      | \$29,698 | \$106,157 | \$107,387 | \$108,099 | \$108,099 |
| " equipment....        | 15,704   | 33,998    | 34,058    | 34,080    | 34,080    |
| Land and buildings.    |          |           | 46,643    | 62,454    | 66,981    |
| Other perm. invest.... | 17,827   | 52,191    | 11,090    | 11,091    | 10,600    |
| Cash assets.....       | 745      | 4,173     | 451       | 2,560     | 2,796     |
| Mat. and supplies.     |          | 1,157     | 3,067     | 2,206     | 488       |
| Profit and loss (def.) |          |           |           | 3,150     | 5,054     |
| Total.....             | \$63,974 | \$197,676 | \$202,694 | \$223,639 | \$228,098 |
| LIABILITIES.           |          |           |           |           |           |
| Capital stock.....     | \$50,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....       |          |           |           | 90,000    | 90,000    |
| Bills payable.....     | 8,000    | 95,958    | 101,999   | 33,096    | 38,097    |
| Other liabilities..... | 1,231    |           | 695       | 570       |           |
| Profit and loss (sur.) | 4,743    | 1,718     |           |           |           |
| Total.....             | \$63,974 | \$197,676 | \$202,694 | \$223,639 | \$228,098 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.87; gauge, 4 ft. 8½ in.; 40 lb. T rail; 17 cars, of which 9 are motor cars and 7 trail cars; 550 H. P. station plant; West dynamos and motors.

**OFFICERS.**—Pres. H. L. Pierce, Leominster, Mass.; Sec. & Treas. Edmund Little, Laconia, N. H.; Pur. Agt. & Supt. L. S. Pierce, Laconia, N. H.; Ch. Engr. C. Arnold.

**DIRECTORS.**—A. G. Folsom, C. F. Stone, S. B. Smith, Edmund Little, Laconia, N. H.; Harry L. Pierce, Leominster, Mass.

**GENERAL OFFICE**, Laconia, N. H.

Date of information, Mar., 1903.

## MANCHESTER.

Population in 1880, 32,630, in 1890, 44,126, in 1900, 56,987.

**Manchester Street Railway.**—Chartered July 20, 1876, in perpetuity. In July, 1900, an extension to Goffstown, 8 miles, was placed in operation. The capital stock of this company is now controlled by the Manchester Traction, Light & Power Co.

**CAPITAL STOCK**, authorized and issued, \$520,500; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$250,000; dated Jan. 1, 1895, due 1915, but redeemable after Jan. 1, 1905; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Shoe & Leather Nat'l Bank, of Boston, Mass.; trustee of mortgage, American Loan & Trust Co.

## OPERATION.—Year ending June 30,

|                                   | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|-----------|-----------|-----------|
| Receipts from pass.....           | \$160,326 | \$169,022 | \$206,479 | \$228,587 |
| " other sources.....              | 1,823     | 3,982     | 5,659     | 6,585     |
| " total.....                      | 162,149   | 173,004   | 212,138   | 235,172   |
| Operating expenses.....           | 126,633   | 138,250   | 165,246   | 183,333   |
| Earnings from operation.....      | 35,516    | 34,754    | 46,892    | 51,838    |
| Deductions from earnings.         |           |           |           |           |
| Interest paid.....                | 12,500    | 12,990    | 14,343    | 15,057    |
| Taxes.....                        | 4,914     | 5,100     | 5,100     | 5,100     |
| Net income.....                   | 18,102    | 16,664    | 27,449    | 31,680    |
| Dividends paid.....               | 13,500    | 13,600    | 25,260    | 31,230    |
| To surplus account.....           | 4,602     | 3,064     | 2,189     | 450       |
| Depreciation account.....         | 20,120    | 15,643    |           |           |
| Total surplus account.....        | 15,643    | 3,064     | 5,280     | 5,731     |
| Per c. op. exp. to total receipts | 78.1      | 79.9      | 77.8      | 77.9      |
| * Deficit.                        |           |           |           |           |

**DIVIDENDS**, in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 3½ p. c.; in 1899 and 1900, 8 p. c.; in 1901 and 1902, 6 p. c.

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.     | 1902.     |
|---------------------------------------|-----------|-----------|
| General expenses.....                 | \$ 27,343 | \$ 39,871 |
| Transportation expenses.....          | 107,928   | 118,428   |
| Maintenance of way and buildings..... | 12,387    | 10,611    |
| " " equipment.....                    | 17,588    | 14,423    |
| Total.....                            | \$165,240 | \$183,333 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,            | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....         | 3,872,330 | 4,038,962 | 4,881,223 | 5,427,947 |
| Car miles run.....              | 817,925   | 742,779   | 917,603   | 1,084,560 |
| Total receipts per car mile.... | \$ .202   | \$ .233   | \$ .231   | \$ .216   |
| Operating exp. per car mile.    | .177      | .186      | .180      | .169      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....              | \$266,245 | \$382,618 | \$460,642 | \$524,886 |
| " equipment.....               | 112,791   | 154,051   | 192,593   | 262,525   |
| Other permanent invest....     | 85,081    | 108,652   | 106,098   | 107,304   |
| Cash and current assets.....   | 5,840     | 51,240    | 12,432    | 53,639    |
| Miscellaneous assets.....      | 604       |           |           |           |
| Material and supplies.....     | 257       |           |           | 383       |
| Total.....                     | \$470,818 | \$696,561 | \$771,765 | \$948,737 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$170,000 | \$371,000 | \$421,000 | \$520,500 |
| Funded debt.....               | 250,000   | 250,000   | 250,000   | 250,000   |
| Premium in capital stock....   |           |           |           | 49,750    |
| Unfunded debt.....             | 35,345    | 68,475    | 94,936    | 121,492   |
| Cur't and accrued liabilities. | 1,215     | 4,022     | 548       | 1,264     |
| Profit and loss (sur.).....    | 14,258    | 3,064     | 5,280     | 5,731     |
| Total.....                     | \$470,818 | \$696,561 | \$771,765 | \$948,737 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 35.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 84 cars, 34 other vehicles; Gen. Elec. dynamos and motors, Laconia and Briggs cars; rent power.

**OFFICERS.**—Pres. S. Reed Anthony, Sec. D. A. Taggart, Treas. P. L. Saltonstall, Gen. Man. J. Brodie Smith, Supt. W. E. Maloney.

**DIRECTORS.**—W. A. Tucker, P. L. Saltonstall, J. Brodie Smith, Jr., Walter M. Parker, D. A. Taggart.

**GENERAL OFFICE**, 21 Depot St., Manchester, N. H. Treas. office, 53 State St., Boston, Mass.

Date of information, Mar., 1903.

**Manchester Traction, Light & Power Co.**—This company was incorporated under the laws of New Hampshire on July 25, 1885, as the American Typographic Co. On Mar. 5, 1895, the name was changed to American Manufacturing Co., and on Feb. 13, 1901, to the Manchester Traction, Light & Power Co. On Mar. 16, 1901, this company absorbed the Manchester Electric Light Co., the Merrimac Light, Heat & Power Co., the Manchester Electric Co., and the Union Electric Co., and also acquired control, through ownership of stock, of the Manchester Street Ry. Annual meeting third Wednesday in Sept.

**CAPITAL STOCK**, authorized and issued, \$1,650,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, \$1,615,000; due Apr. 1, 1921; int. payable Apr. and Oct. A sufficient amount of these bonds is held in reserve to provide for the retirement of \$250,000 Manchester Electric Light 5 p. c. bonds, \$250,000 Manchester Street Ry. 5 p. c. bonds, and \$150,000 Union Electric Co. 6 p. c. bonds.

**DIVIDENDS.**—July, 1901, 3 p. c.; Jan., 1902, 3 p. c.

**OFFICERS.**—Pres. W. A. Tucker, Treas. S. Reed Anthony, Gen. Man. J. Brodie Smith.



**DIRECTORS.**—W. A. Tucker, S. Reed Anthony, J. Brodie Smith, Stillman F. Kelley, G. Byron Chandler, Harry E. Parker, Walter M. Parker, Roger G. Sullivan, Geo. H. Hood, R. H. Hallowell. Billings P. Learned, C. M. Floyd.

**GENERAL OFFICE,** Manchester, N. H. **Boston Office,** 53 State St. Date of information, Mar., 1903. z

### NASHUA.

Population in 1880, 13,397, in 1890, 19,311, in 1900, 23,898.

**Nashua Street Railway.**—Chartered Aug. 14, 1885. On July 1st, 1900, this road was leased for 99 years to the Lowell & Suburban St. Ry. Co., which was consolidated with Lowell Lawrence & Haverhill, Nov. 21, 1900, and the latter consolidated with Boston & Northern Street Ry. Co., May 6, 1901.

**CAPITAL STOCK,** authorized, \$325,000, issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 4 p. c. coupon bonds, authorized and issued, \$150,000; coupon, but may be registered; dated Oct. 1, 1901, due 1931, subject to call at 105 and accrued int. Oct. 1, 1906; denom. \$1,000; int. payable Apr. and Oct., at office of Old Colony Trust Co., of Boston, trustee of mortgage.

**GENERAL OFFICE,** 64 E. Pearl St., Nashua, N. H. Date of information, Mar., 1903. z

### PLAISTOW.

Population in 1900, 1,085; Newton, 1,064.

**Haverhill, Plaistow & Newton Street Railway Co.**—This road is leased to and operated by the Exeter, Hampton & Amesbury St. Ry. Co. The New Hampshire Traction Co. owns the capital stock and bonds of this company.

**CAPITAL STOCK,** issued, \$150,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, \$145,000; due July 1, 1921.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.47.

**OFFICERS.**—Pres. Chas. H. Tenney, V. Pres. & Treas. Henry A. Tenney, Asst. Treas. & Clerk Harry S. Stone, Gen. Man. Franklin Woodman, Supt. Clarence P. Hayden.

**GENERAL OFFICE,** 60 State St., Boston, Mass. Date of information, Mar., 1903. z

### PORTSMOUTH.

Population in 1890, 9,827, in 1900, 10,637.

**Portsmouth, Kittery & York Street Railway Co.**

**CAPITAL STOCK,** authorized and issued, \$230,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$200,000; dated 1897, due 1917; denom. \$500 and \$1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                             | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|
| Receipts from passengers... | \$67,497 | \$66,042 | \$72,448 | \$75,330 |
| " other sources.....        | 3,415    | 5,148    | 4,350    | 5,207    |
| " total.....                | 70,912   | 71,180   | 76,798   | 80,537   |
| Operating expenses.....     | 31,951   | 46,462   | 49,735   | 53,852   |
| Earnings from operation.... | 38,961   | 24,718   | 27,063   | 26,685   |
| Deductions from earnings.   |          |          |          |          |
| Interest.....               | 12,000   | 12,034   | 12,798   | 13,459   |
| Insurance.....              | 799      |          | 300      |          |
| Taxes.....                  | 283      | 418      | 764      | 1,110    |
| Net income.....             | 25,879   | 12,266   | 13,201   | 12,116   |
| Dividends paid.....         | 19,020   | 15,996   | 13,253   | 5,531    |
| Surplus.....                | 6,859    | *3,730   | *52      |          |
| Debits profit and loss..... |          | 5,085    | 180      | 6,585    |
| Total surplus.....          | 16,652   | 7,837    | 7,866    | 14,471   |
| * Deficit. † Credit.        |          |          |          |          |

#### OPERATING EXPENSES.

|                                           | Year ending June 30, | 1901.    | 1902.    |
|-------------------------------------------|----------------------|----------|----------|
| General expenses.....                     |                      | \$ 9,992 | \$ 9,125 |
| Transportation expenses.....              |                      | 33,462   | 36,136   |
| Maintenance of roadway and buildings..... |                      | 3,366    | 4,460    |
| Maintenance of equipment.....             |                      | 2,915    | 4,131    |
| Total.....                                |                      | \$49,735 | \$53,852 |

#### STATISTICS OF TRAFFIC.

|                                | Year ending June 30, | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|----------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....        |                      | 1,340,936 | 1,320,840 | 1,448,953 | 1,506,611 |
| Car miles run.....             |                      | 363,853   | 361,850   | 346,830   | 345,415   |
| Total receipts per car mile... |                      | *.167     | *.196     | *.221     | *.233     |
| Operating exp. per car mile... |                      | .087      | .128      | .143      | .156      |

**BALANCE SHEET.**—Dated June 30.

|                                | ASSETS.      | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|--------------|-----------|-----------|-----------|-----------|
| Total permanent investments.   |              | \$400,000 | \$430,620 | \$459,214 | \$488,075 |
| Cash.....                      |              | 20,652    | 5,156     | 3,804     | 4,837     |
| Other assets.....              |              |           | 1,377     | 1,271     | 7,116     |
| Total.....                     |              | \$420,652 | \$437,153 | \$464,289 | \$500,028 |
|                                | LIABILITIES. |           |           |           |           |
| Capital stock.....             |              | \$200,000 | \$220,300 | \$222,100 | \$221,400 |
| Funded debt.....               |              | 200,000   | 200,000   | 200,000   | 200,000   |
| Current liabilities.....       |              |           | 5,016     | 31,323    | 59,306    |
| Accrued interest.....          |              | 4,000     | 4,000     | 4,000     | 4,851     |
| Profit and loss (surplus)..... |              | 16,652    | 7,837     | 7,866     | 14,471    |
| Total.....                     |              | \$420,652 | \$437,153 | \$464,289 | \$500,028 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15.7; gauge, 4 ft. 8½ in.; 13 motor cars; Ball & Wood engines, Gen. Elec. dynamos, West. motors, Briggs and Wason cars, Peckham trucks.

**OFFICERS.**—Pres. E. Burton Hart, Jr., V. Pres. & Gen. Man. W. G. Meloon, Sec. H. M. Heath, Treas. G. E. Macomber, Ch. Engr. of Power Station S. E. Woodbury, Audr. A. D. Foster.

**DIRECTORS.**—E. Burton Hart, Jr., 59 E. 79th St., N. Y. City; Horace Mitchell, W. G. Meloon, Kittery, Me.; Wilson M. Walker, York, Me.; J. F. Hill, H. M. Heath, Geo. E. Macomber, Augusta, Me.

**GENERAL OFFICE,** Portsmouth, N. H. Date of information, Mar., 1903. z

**Portsmouth Electric Railway.**—This road is owned and operated by the Boston & Maine R. R., and no separate issue of stock or bonds has been made, but cost of construction to the amount of \$387,736 was included in sale of B. & M. treasury stocks made in Dec., 1900.

**OPERATION.**—Year ending June 30,

|                               | 1901.    | 1902.    |
|-------------------------------|----------|----------|
| Receipts from passengers..... | \$53,304 | \$58,429 |
| " " other sources.....        | 324      | 775      |
| " total.....                  | 53,628   | 59,204   |
| Operating expenses.....       | 48,626   | 54,507   |
| Earnings from operation.....  | 5,002    | 4,697    |

#### OPERATING EXPENSES.

|                                       | Year ending June 30, | 1901.    | 1902.    |
|---------------------------------------|----------------------|----------|----------|
| General expenses.....                 |                      | \$ 2,582 | \$ 1,221 |
| Transportation expenses.....          |                      | 30,128   | 39,278   |
| Maintenance of way and buildings..... |                      | 6,276    | 7,523    |
| " " equipment.....                    |                      | 9,640    | 6,484    |
| Total.....                            |                      | \$48,626 | \$54,507 |

#### STATISTICS OF TRAFFIC.

|                                      | Year ending June 30, | 1901.   | 1902.   |
|--------------------------------------|----------------------|---------|---------|
| Passengers carried.....              |                      | 894,366 | 851,161 |
| Car miles run.....                   |                      | 299,605 | 360,088 |
| Total receipts per car mile.....     |                      | *.179   | *.164   |
| Operating expenses per car mile..... |                      | .162    | .151    |

#### COST OF ROAD AND EQUIPMENT.

|                                                   | Year ending June 30, | 1901.     | 1902.     |
|---------------------------------------------------|----------------------|-----------|-----------|
| Cost of roadbed and tracks.....                   |                      | \$227,413 | \$240,846 |
| " " elec. line constr. includ. poles, wiring, etc |                      | 58,006    | 62,626    |
| Cars and other rolling stock.....                 |                      | 50,837    | 60,123    |
| Land and buildings.....                           |                      | 106,988   | 106,988   |
| Total.....                                        |                      | \$443,245 | \$470,583 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19.28; 21 motor cars, 1 snow plow, 1 construction car.

**OFFICERS.**—Pres. Lucius Tuttle, 1st V. Pres. & Gen. Man. T. A. MacKinnon, Sec. Wm. B. Lawrence, Treas. Herbert E. Fisher, Comptroller & Gen. Audr. William J. Hobbs, Pur. Agt. Chas. N. Chevalier, Supt. Winslow T. Perkins, all of Boston, Mass.

**DIRECTORS** of Boston & Maine Road.—Lucius Tuttle, Samuel C. Lawrence, Richard Olney, Alvah W. Sulloway, Joseph H. White, Walter Hunnewell, Henry R. Reed, Lewis Cass Ledyard, Henry M. Whitney, Henry F. Dimock, William Whiting, Alexander Cochrane, Charles M. Pratt.

**GENERAL OFFICE,** Portsmouth, N. H. Date of information, Mar., 1903. z

### Kittery & Elliot St. Ry. Co.

**PLANT AND EQUIPMENT.**—Miles of track 3; gauge, 4 ft. 8½ in.; 2 cars.

**OFFICERS.**—Pres. E. B. Hart, Jr., Portsmouth; Treas. Geo. E. Macomber, Augusta; Gen. Man. & Pur. Agt. W. G. Meloon, Portsmouth; Ch. Engr. Pwr. Sta. S. E. Woodbury, Portsmouth.

**GENERAL OFFICE,** Portsmouth, N. H.

**POWER STATION,** and repair shop at Kittery Pt., Maine.

Date of information, Jan., 1903. d

Please note date of information at end of each report.

**Portsmouth & Exeter Street Railway Co.**—This company is building an electric railway 12.24 miles in length, in Portsmouth, Exeter, Greenland & Stratham. The capital stock and funded debt of this company are owned by the New Hampshire Traction Co.

CAPITAL STOCK, \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$145,000; due July 1, 1921.

BALANCE SHEET.—Dated June 30, 1902.

| Assets.                 |           | Liabilities.                |           |
|-------------------------|-----------|-----------------------------|-----------|
| Cost of road.....       | \$137,170 | Capital stock.....          | \$150,000 |
| " " equipment.....      | 6,184     | Funded debt.....            | 145,000   |
| Land and buildings..... | 1,516     | Loans and bills payable..   | 915       |
| Cash and current.....   | 160,054   | Profit and loss (surplus).. | 9,000     |
| Total.....              | \$304,914 | Total.....                  | \$304,914 |

OFFICERS.—Pres. Chas. H. Tenney, V. Pres. & Treas. Henry A. Tenney, Asst. Treas. & Clerk Harry S. Stone, Gen. Man. Franklin Woodman, Supt. Clarence P. Hayden.

DIRECTORS.—Chas. H. Tenney, Henry A. Tenney, Frederick P. Royce, Frank W. Stearns, Harry S. Stone.

GENERAL OFFICE, 60 State St., Boston Mass.

Date of information, Apr., 1903.

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## SEABROOK.

Population in 1900, 1,672.

**Seabrook & Hampton Beach Street Railway Co.**—This road is leased to and operated by the Exeter, Hampton & Amesbury Street Railway Co. The capital stock and bonds of this company are owned by the New Hampshire Traction Co.

CAPITAL STOCK, \$50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$45,000; dated July 1, 1921.

BALANCE SHEET.—Dated June 30, 1902.

| Assets.                    |           | Liabilities.                |           |
|----------------------------|-----------|-----------------------------|-----------|
| Cost of road.....          | \$109,792 | Common stock.....           | \$ 50,000 |
| " " buildings.....         | 150       | Funded debt.....            | 45,000    |
| Bills and accounts receiv. | 3,000     | Loans and bills payable..   | 14,942    |
|                            |           | Profit and loss (surplus).. | 3,000     |
| Total.....                 | \$112,942 | Total.....                  | \$112,942 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.8.

OFFICERS.—Pres. Chas. H. Tenney, V. Pres. Henry A. Tenney, Asst. Treas. & Clerk, Harry S. Stone, Gen. Man. Franklin Woodman, Supt. Clarence P. Hayden.

DIRECTORS.—Chas. H. Tenney, Henry A. Tenney, Frederic P. Royce, Frank W. Stearns, Harry S. Stone.

GENERAL OFFICE, 60 State St., Boston Mass.

Date of information, Apr., 1903.

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## NEW JERSEY.

### ASBURY PARK.

Resident population, about 5,000.

**Atlantic Coast Electric Railroad Co.**—Chartered Apr. 11, 1895, for 999 years. Annual meeting in Apr. This company leases the property of the Seashore Electric Ry. Co., of Asbury Park, and owns the entire capital stock of the West End & Long Branch Ry. Co., the Asbury Park & Sea Girt R. R. Co., and the Atlantic Coast Electric Light Co., and \$150,000 of the stock of the Seashore Electric Ry. Co. In Mar., 1902, this road was placed in the hands of a receiver. (See below). Foreclosure proceedings have been instituted by the Guaranty Trust Co., of New York, in behalf of the general mortgage bondholders' committee, but up to March 18, 1903, nothing had been done in the way of reorganization. The counsel for the general mortgage bondholders is Samuel Dickson, Bullitt Building, Philadelphia, Pa. 65 p. c. of the outstanding first mortgage bonds are deposited with a protective committee, consisting of Robt. W. Lesly, Clement B. Newbold and F. R. Welsh, 328 Chestnut St., Philadelphia, Pa., but this committee is not participating in the foreclosure proceedings.

CAPITAL STOCK, authorized and issued, \$1,500,000, par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$800,000, in escrow (see Note), \$200,000; dated 1895, due May 1, 1945; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

General mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; dated 1896, due 1946; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Atlantic Coast Electric Light Co.'s first mortgage, outstanding, \$241,000; dated June 1, 1896, due June 1, 1945; int. payable at office of the State Trust Co., of N. Y., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions only; \$200,000 of the first mortgage bonds are held in escrow to retire a like amount of the bonds of the Seashore Electric Ry. Co. Princi-

pal and interest guaranteed on \$50,000, 5 p. c. bonds of the Asbury Park & Sea Girt R. R.

OPERATION.—Year ending Dec. 31,

|                             | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers... | \$190,804 | \$188,956 | \$188,762 | \$181,841 |
| " " other sources.....      | 67,541    | 79,846    | 31,899    | 27,282    |
| " " total.....              | 258,345   | 268,802   | 220,661   | 209,124   |
| Operating expenses.....     | 169,838   | 155,327   | 112,185   | 93,234    |

Earnings from operation.... 88,507 113,475 108,476 115,890

PLANT AND EQUIPMENT.—Miles of track (electric), 23.68; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder rail; 75 cars, of which 70 are motor cars and 5 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Brill, Stephenson and St. Louis cars.

OFFICERS.—Recr. Jas. Smith, Jr., Newark, N. J.; Asst. to Recr. Chas. L. Spier, 26 Broadway, New York; Pres. W. E. Benjamin, V. Pres. Daniel O'Day, Sec. & Treas. A. C. Twining, Gen. Man. Pur. Agt. & Elec. S. F. Hazelrigg.

DIRECTORS.—G. B. M. Harvey, John P. O'Brien, George F. Kroehl, A. C. Twining, W. E. Benjamin, H. H. Rogers, D. O'Day, A. D. Chandler.

REFERENCES.—Description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Mar., 1903.

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**Seashore Electric Railway Co.**—Chartered 1887. In 1896 this property was leased for 41 years to the Atlantic Coast Electric R. R. Co., which owns \$150,000 of the capital stock, and guarantees principal and interest of bond issue.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; dated 1892, due 1917, but subject to call at 105 and int. in 1897; int. payable Jan. and July, at First National Bank of Asbury Park.

OFFICERS.—Recr. & Treas. Chas. L. Spier, Pres. C. Meyer Zulick, V. Pres. F. L. Ten Broeck.

DIRECTORS.—C. Meyer Zulick, Chas. L. Spier, F. L. Ten Broeck, C. T. Bailey, Jas. Smith, Jr., M. T. Barrett, S. F. Hazelrigg.

Date of information, Mar., 1903.

z

**Asbury Park & Sea Girt Railroad Co.**—Chartered May 23, 1898, for 100 years. Annual meeting May 2. In 1898, Sept. 1, this property was leased for 99 years to the Atlantic Coast Electric R. R. Co. at an annual rental of \$6,000, all of its capital stock being owned by that company.

CAPITAL STOCK, \$100,000.

FUNDED DEBT.—First mortgage purchase money 5 p. c. bonds, \$50,000; dated May 23, 1892, due Mar. 1, 1918. Under terms of lease principal and interest is guaranteed.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.13.

OFFICERS.—Pres. Wm. E. Benjamin, V. Pres. S. F. Hazelrigg, Sec. & Treas. Chas. L. Spier.

DIRECTORS.—Wm. E. Benjamin, S. F. Hazelrigg, Chas. L. Spier.

GENERAL OFFICE, Asbury Park, N. J.

Date of information, Mar., 1903.

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### ATLANTIC CITY.

Population in 1880, 5,477, in 1890, 13,055, in 1900, 25,000 and during the Summer season, 150,000.

**West Jersey & Seashore R. R. Co.** (Electric Railway Division).—This is owned and operated by the Pennsylvania R. R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 9 in.; 60 lb. and 87 lb. T and girder rail; 88 cars, of which 69 are motor cars and 19 trail cars; 1,325 H. P. station plant, A. & S. and Hughes & Phillips engines, West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Gen. Foreman W. L. Hammell.

Date of information, Mar., 1903.

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**Atlantic City & Suburban Traction Co.**—This road is under construction.

CAPITAL STOCK, \$500,000.

FUNDED DEBT, \$500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), under construction, 18.

OFFICERS.—Pres. Edward R. Sponsler.

Date of information, Mar., 1903.

z

**Chelsea Heights Traction Co.**

CAPITAL STOCK, authorized and issued, \$25,000.

OFFICER.—Treas. C. K. Crossan.

GENERAL OFFICE, Atlantic City, N. J.

Date of information, Jan., 1902.

b

Please note date of information at end of each report.

**BRIDGETON.**

Population in 1880, 8,722, in 1890, 11,424, in 1900, 13,913.

**The Bridgeton & Millville Traction Co.**—This is the successor to the South Jersey Traction Co., whose property was sold under foreclosure of mortgage. In June, 1899, the capital stock of this company passed into the control of the American Railways Co., of Philadelphia, Pa.

**CAPITAL STOCK**, authorized, \$500,000, issued, \$200,000.

**FUNDED DEBT.**—First mortgage 5 c. gold bonds, authorized and issued, \$500,000; dated Jan. 1, 1900, due 1930; denom. \$1000 coupon, but may be registered; int. payable Jan. and July at office of Equitable Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed principal and interest by the American Railways Co.

|                                           | Year ending Dec. 31, |          | June 30, |          |
|-------------------------------------------|----------------------|----------|----------|----------|
|                                           | 1898.                | 1899.    | 1900.    | 1901.    |
| Receipts from passengers....              | \$36,639             | \$48,712 | \$59,093 | \$62,358 |
| " " other sources.....                    | 2,541                | 4,101    | 9,613    | 13,474   |
| " " total.....                            | 39,180               | 52,813   | 68,706   | 75,832   |
| Operating expenses and fixed charges..... | 25,944               | 36,134   | 45,640   | 67,038   |
| Net income.....                           | 13,236               | 16,679   | 23,066   | 8,794    |
| Dividends.....                            |                      | 8,493    | 14,000   | 8,000    |
| To surplus account.....                   |                      | 8,186    | 9,066    | 794      |

| BALANCE SHEET.—Dated June 30,  |  | 1901.     | 1902.     |
|--------------------------------|--|-----------|-----------|
| ASSETS.                        |  |           |           |
| Cost of road and equip.....    |  | \$293,209 | \$304,825 |
| Bonds B. E. Co.....            |  | 250,000   | 250,000   |
| Cash.....                      |  | 33,800    | 27,288    |
| Treasury Bonds.....            |  | 150,000   | 150,000   |
| Material and supplies.....     |  | 9,715     | 5,488     |
| Other assets.....              |  | 475       | 1,191     |
| Total.....                     |  | \$737,199 | \$738,792 |
| LIABILITIES.                   |  |           |           |
| Capital stock.....             |  | \$200,000 | \$200,000 |
| Funded debt.....               |  | 500,000   | 500,000   |
| Bills and accts. payable.....  |  | 3,508     | 4,394     |
| Other liabilities.....         |  | 1,972     | 2,999     |
| Profit and loss (surplus)..... |  | 31,719    | 31,399    |
| Total.....                     |  | \$737,199 | \$738,792 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 26 motor cars, 1 freight car; Allis and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and St. Louis cars; Brill and Peckham trucks; power furnished by Bridgeton Electric Co.

**OFFICERS.**—Pres. J. J. Sullivan, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. B. F. Hires, Ch. Engr. of Power Station F. W. C. Myers, Pur. Agt. Wm. J. Mulholland.

**DIRECTORS.**—W. F. Harrity, J. J. Sullivan, H. J. Crowley, Wm. H. Shermerdine, S. W. Pettit, W. A. Logue, F. M. Riley.

**GENERAL OFFICE**, Cohansey St., Bridgeton, N. J.

Date of information, Mar., 1903.

**BRIGANTINE BEACH.**

**Brigantine Transportation Co.**—This is a reorganization of the Brigantine Transit Co., whose property was sold under foreclosure of mortgage on Feb. 4, 1897.

**CAPITAL STOCK.**—Common stock, \$125,000; first preferred 5 p. c. stock, \$125,000; second preferred 5 p. c. stock, \$75,000.

**FUNDED DEBT.**—First mortgage 5 p. c. 20 year bonds, \$50,000; second mortgage 5 p. c. bonds, \$25,000, dated May 1, 1899; due 1919; denom. \$1000; int. payable May and Nov. at office of Continental Trust Co., trustee of mortgage.

|                               | Year ending Dec. 31, |          | 1900.    |          |
|-------------------------------|----------------------|----------|----------|----------|
|                               | 1898.                | 1899.    | 1900.    | 1901.    |
| Gross receipts.....           | \$ 9,025             | \$ 9,161 | \$10,952 | \$10,599 |
| Op. exp. & fixed charges..... | 17,915               | 13,304   | 22,997   | 19,203   |
| Net income.....               | †8,890               | †4,143   | †12,045  | †8,604   |
| † Deficit.....                |                      |          |          | †3,276   |

| BALANCE SHEET.—Dated Dec. 31, 1902. |           | ASSETS.                  | LIABILITIES. |
|-------------------------------------|-----------|--------------------------|--------------|
| Cost of road and equip....          | \$413,535 | Capital stock.....       | \$350,000    |
| Cash.....                           | 56        | Funded debt.....         | 74,000       |
| Bills & accts. receivable..         | 910       | Accrued interest.....    | 15,294       |
| Other assets.....                   | 1,000     | Bills & accounts payable | 34,574       |
| Profit & loss (deficit)....         | 59,892    | Other liabilities.....   | 1,525        |
| Total.....                          | \$475,393 | Total.....               | \$475,393    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 52 lb. T rail; 14 cars, of which 8 are motor cars, 4 trail cars and 2 freight cars.

**OFFICERS.**—Pres. C. P. Vedder, V. Pres. & Treas. James B. Van Woert, Sec. R. D. A. Parrott.

**DIRECTORS.**—J. P. Whitney, Glassboro, N. J.; Thos. W. Synnott, Wenonah, N. J.; B. A. Beal, J. B. Van Woert, New York City; R. D. A. Parrott, Atlantic City; E. C. Miller, Phila., Pa.

**GENERAL OFFICE**, Atlantic City, N. J.

**POWER STATION**, Brigantine, N. J.

Date of information, Mar., 1903.

**BURLINGTON.**

**Burlington & Mount Holly Traction Railroad Co.**—This company formerly operated over track belonging to the Camden & Burlington County R. R. (a steam road), but has not been running since Oct., 1901, owing to destruction of power plant by fire.

**CAPITAL STOCK**, \$25,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.15.

**OFFICERS.**—Treas. F. W. Schwarz.

**GENERAL OFFICE**, 22 Federal St., Camden, N. J.

Date of information, Mar., 1903.

**Burlington County Traction Co.**—This company has 10.5 miles of electric railway under construction.

**CAPITAL STOCK**, authorized, \$225,000, issued, \$38,350.

**FUNDED DEBT**, authorized, \$225,000, issued, \$58,500.

**OFFICERS.**—Pres. I. A. Sweigard.

Date of information, Jan., 1903.

**CAMDEN.**

Population in 1880, 41,659, in 1890, 58,313, in 1900, 75,935.

**Camden & Suburban Railway Co.**—Chartered 1896, for the purpose of effecting a consolidation of the Camden Horse R. R. Co., and the West Jersey Traction Co. On Apr. 1, 1896, this company began operating the lines of the Camden Horse R. R. Co. under lease. In 1901 an extension from Merchantsville to Moorestown was built.

**Capital Stock**, authorized and issued, \$3,000,000, paid in, \$600,000; par value, \$25 per share.

**Funded Debt**, \$960,000.

**Other Debts**, Dec. 31, 1902, \$350,621.

|                                | Year ending Dec. 31, |           | 1900.     |           |
|--------------------------------|----------------------|-----------|-----------|-----------|
|                                | 1899.                | 1900.     | 1901.     | 1902.     |
| Receipts from passengers....   | \$296,471            | \$332,467 | \$394,163 | \$473,826 |
| " " other sources..            | 33,338               | 15,482    | 16,839    | 19,479    |
| " " total.....                 | 329,809              | 347,949   | 411,002   | 493,305   |
| Operating expenses.....        | 158,155              | 166,582   | 185,608   | 217,557   |
| Earnings from operation.....   | 171,654              | 181,367   | 225,394   | 275,748   |
| Exp. for repairs (ordinary)... | 61,760               | 49,716    | 39,724    | 64,912    |
| " " (extraordinary) 155,918    | 47,197               |           |           |           |
| Net income.....                | *46,024              | 84,453    | 185,670   | 210,836   |
| Dividends.....                 | none                 | none      | none      | none      |

\*Deficit.

**Plant and Equipment.**—Miles of track, owned, 37.16, leased, 30; gauge, 5 ft. 60 lb. to 90 lb. side bearing and girder rail; 119 motor cars; West, Penn. Iron Works and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, L. & F., St. Louis and Stephenson cars.

**Officers.**—Pres. Wm. S. Scull, V. Pres. W. E. Harrington, Sec. S. T. Corliss, Treas. H. Lippincott, Gen. Man. W. E. Harrington.

**Directors.**—Wm. S. Scull, B. C. Reeve, G. G. Browning, F. W. Ayer, H. Lippincott, Edw. Dudley, S. E. Stokes, E. A. Armstrong.

**Reference.**—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1903.

**Camden Horse Railroad Co.**—Chartered Mar. 23, 1866.

**Leased** to the Camden & Suburban Ry. Co. on Apr. 1, 1896.

**Capital Stock**, authorized and issued, \$250,000; par value, \$25 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, \$250,000; due 1909; int. payable at office of New Jersey Trust Co., of Camden.

First consolidated mortgage, authorized, \$500,000, issued, \$250,000, in escrow (see Note), \$250,000; dated May 1, 1892, due 1912; denom. \$500; int. payable May and Nov., at office of New Jersey Trust Co., of Camden, trustee of mortgage.

**Note.**—\$250,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

**Operation.**—Included in report of Camden & Suburban Ry. Co. Cost of road and equipment to Jan. 1, 1903, \$1,098,946.

**Dividends.**—In 1896, \$35,000; in 1897, \$40,000; in 1898 and 1899 \$45,000, in 1900 and 1901, \$50,000; in 1902, \$55,000.

**Plant and Equipment.**—Miles of track (electric), leased to Camden & Suburban Ry. Co., 30.

Please note date of information at end of each report.

**Officers.**—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. G. G. Browning.

**General Office,** 107 Market St., Camden, N. J.

**Date of information,** Mar., 1903.

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**Camden, Gloucester & Woodbury Railway Co.**—Chartered May 8, 1893, in perpetuity. The entire capital stock of this company has been acquired by the South Jersey Gas, Electric & Traction Co. of Camden. For legal reasons the corporate organization is maintained, but its properties are operated as a part of the South Jersey Gas, Electric & Traction Co.

**Capital Stock,** authorized and issued, \$600,000; par value, \$50 per share.

| Operation.—Year ending Dec. 31,    | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Rets. from pass'grs. . . . .       | \$114,466 | \$115,049 | \$131,341 | \$125,365 | \$142,410 |
| " " other sources . . . . .        | 2,938     | 7,979     | 8,885     |           |           |
| " total . . . . .                  | 117,404   | 123,028   | 140,226   |           |           |
| Operating expenses . . . . .       | 73,826    | 67,839    | 84,869    | 77,918    | 77,056    |
| Earnings from oper. . . . .        | 43,578    | 55,189    | 55,357    | 47,447    | 65,354    |
| Expenditures for repairs . . . . . | 12,964    | 18,794    | 11,173    | 11,992    | 15,015    |
| Net income . . . . .               | 30,614    | 36,395    | 44,184    | 35,455    | 50,339    |
| Dividends . . . . .                | none      | none      | none      | none      | none      |

**Plant and Equipment.**—Miles of track (electric), 24.78; gauge, 5 ft.; 80 lb. girder and T rail; 131 cars, of which 84 are motor cars and 47 trail cars; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin, Jackson & Sharp and St. Louis cars.

**Officers.**—Pres. J. Willard Morgan, Sec. Thomas N. McCarter, Treas. Chas. S. Cook, Gen. Man. M. C. Ludlam, Supt. Geo. E. Tracy.

**Directors.**—J. Willard Morgan, D. Baird, A. R. Kuser, Thos. N. McCarter, F. F. Dryden, Uzal H. McCarter, C. W. Riker, Wm. J. Thompson, G. A. Muller.

**General Office,** 418 Federal St., Camden, N. J.

**Date of information,** Mar., 1903.

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**South Jersey Gas, Electric & Traction Co.**—Incorporated 1900, to consolidate under one control the gas, electric light and electric railways of Southern New Jersey. The companies absorbed, Aug., 1900, include the Camden Gaslight Co., the Camden Gaslight & Fuel Co., the Camden & Burlington Gas & Electric Co., East Side Gas Co., the Gloucester City Electric Light Co., the Consumers Gas Co., of Woodbury; the Woodbury Electric Light & Power Co., the Camden, Gloucester & Woodbury Ry. Co., Gloucester City Gas Light Co., Suburban Improvement Co., Bordentown Gas Light Co., Burlington Gas Light Co., Rivershore Gas Co., Trenton Gas & Electric Co., Camden Lighting & Heating Co., Bristol Electric Light & Power Co., and the Yardley Electric Light, Heat & Power Co. These companies control the entire gas and electric light interests of Camden, Gloucester, Woodbury, Haddonfield, Collingswood, Moorestown, Mt. Holly and Trenton, N. J.; the gas interests of Bordentown, Burlington, Edgewater Park, Beverly, Delanco, Riverside, Riverton and Palmyra, N. J.; and the electric light interests of Yardley, Morrisville and Bristol, Pa., and Lawrenceville and Pennington N. J.

**Capital Stock,** authorized, \$6,000,000; issued, \$5,891,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds authorized and issued, \$15,000,000; dated Mar. 1, 1903, due 1953, denom. \$1,000; coupon, but may be registered; int. payable Mar. and Sept. at office of Fidelity Trust Co., of Newark, N. J., trustee of mortgage.

**Officers.**—Pres. Anthony R. Kuser, Newark, N. J.; V. Pres. Wm. J. Bradley, Camden, N. J.; Sec. Forrest F. Dryden, Newark, N. J.; Treas. Chas. G. Cook, Trenton; Audr. Jas. R. Shurtz, Philadelphia, Pa.

**Directors.**—Anthony R. Kuser, Thos. M. McCarter, Wm. J. Bradley, Uzal H. McCarter, Forrest F. Dryden, Jno. L. Kuser, Wm. J. Thompson, J. J. Burleigh, H. W. Johnson, Charles Watson, Frank Bergen, Thos. C. Barr, Barker Gummere, Frank O. Briggs, H. C. Moore, Richard Stockton, J. H. Blackwell, Robt. S. Woodruff, Stephen Peabody, Robert C. Prunyn.

**General Office,** Camden, N. J.

**Date of information,** Mar., 1903.

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**Camden & Trenton Railway Co.**—This company was organized as the successor to the Monmouth Traction Co., and to construct an electric railway from Camden through Burlington County to Trenton, about 30 miles in length. By traffic agreement with the Camden & Suburban Ry. Co., the cars of this company will run direct to the Philadelphia Ferry. The company has also entered into a contract with the Trenton & New Brunswick Ry. Co. to run over the tracks of that company into the center of Trenton.

**CAPITAL STOCK,** authorized and issued, \$1,750,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$986,000; dated Nov. 1, 1899; due 1929; denom. \$500 and \$1,000; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

**OTHER DEBTS,** Dec. 31, 1902, \$5,208.

**OPERATION**—Year ending Dec. 31,

|                                    | *1899.   | 1900.    | 1901.    | 1902.    |
|------------------------------------|----------|----------|----------|----------|
| Receipts from passengers . . . . . | \$13,177 | \$11,952 | \$43,173 | \$79,313 |
| " " other sources . . . . .        | 279      | 225      | 5,544    | 2,677    |
| " total . . . . .                  | 13,456   | 12,177   | 48,717   | 81,990   |
| Operating expenses . . . . .       | 12,006   | 11,956   | 22,892   | 34,838   |

|                                    |       |       |        |        |
|------------------------------------|-------|-------|--------|--------|
| Earnings from operation . . . . .  | 1,450 | 221   | 25,825 | 47,152 |
| Expenditures for repairs . . . . . | 3,792 | 2,170 | 6,069  | 5,899  |

|                      |        |        |        |        |
|----------------------|--------|--------|--------|--------|
| Net income . . . . . | †2,342 | †1,951 | 19,756 | 41,253 |
| Dividends . . . . .  | none   | none   | none   | none   |

\*Part of road only in operation.

†Deficit.

**PLANT AND EQUIPMENT.**—Miles of track (electric), in operation, 31; under construction, 23; gauge, 5 ft. 2½ in.; 60 lb. rail; 18 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. H. V. Massey, Sec. Treas. & Gen. Man. M. B. Perkins, Supt. Jas. S. Gilbert.

**GENERAL OFFICE,** Riverside, Burlington Co., N. J.

**Date of information,** Feb., 1903.

b

## CAPE MAY.

Population in 1880, 1,699, in 1890, 2,136, in 1900, 3,500.

**Cape May, Delaware Bay & Sewell's Point Railroad Co.**—This is a consolidation, in 1892, of the Cape May & Sewell's Point R. R. Co., the Delaware Bay & Cape May R. R. Co. and the Cape May & Schellingers' Landing R. R. Co. This road is leased to the Cape May Transportation Co., at an annual rental of \$7,500. It is operated only during the summer months.

**CAPITAL STOCK,** authorized and issued, \$150,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. (reduced to 5 p. c. for 5 years from Feb., 1896), coupon bonds, authorized and issued, \$150,000; dated Feb. 1, 1893, due 1923; int. payable Feb. and Aug., at office of New Jersey Trust & Safe Deposit Co., of Camden, trustee of mortgage.

**NOTE.**—By consent of bondholders, the 1895 coupons were cancelled.

**OTHER DEBTS,** Dec. 31, 1902, \$80,316.

**OPERATION.**—Year ending Dec. 31,

|                                    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers . . . . . | \$15,516 | \$13,177 | \$17,174 | \$14,160 | \$18,939 |
| " " other sources . . . . .        |          | 279      | 920      |          | 70       |
| " total . . . . .                  |          | 13,456   | 18,094   |          | 19,009   |
| Operating expenses . . . . .       | 16,842   | 12,006   | †18,104  | 10,080   | 22,712   |

|                                    |        |       |     |        |        |
|------------------------------------|--------|-------|-----|--------|--------|
| Earnings from operation . . . . .  | *1,326 | 1,450 | *10 | 4,080  | *3,703 |
| Expenditures for repairs . . . . . | 2,048  | 3,792 |     | 50,994 | 28,679 |

|                      |        |        |      |         |         |
|----------------------|--------|--------|------|---------|---------|
| Net income . . . . . | *3,374 | *2,342 |      | *46,914 | *32,382 |
| Dividends . . . . .  | none   | none   | none | none    | none    |

\*Deficit. †Including repairs.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; Ball engines, West. dynamos and motors, Brill, Jackson & Sharp and Lamokin cars.

**OFFICERS.**—Pres. David Baird, Sec. J. J. Burleigh, Treas. J. E. Taylor.

**GENERAL OFFICE,** Cape May, N. J.

**Date of information,** Jan., 1903.

b

**Ocean Street Passenger Railway Co.**—This road is under construction.

**CAPITAL STOCK,** \$4,000.

**OFFICERS.**—Treas. W. A. Church.

**GENERAL OFFICE,** Cape May, N. J.

**Date of information,** Jan., 1903.

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## ELIZABETH.

Population in 1880, 28,229, in 1890, 37,764, in 1900, 52,130.

**Elizabeth, Plainfield & Central Jersey Railway Co.**—Chartered Nov. 29, 1900, as a consolidation of the Elizabeth St. Ry. Co., the Westfield & Elizabeth St. Ry. Co., the Elizabeth City Horse R. R. Co., the Woodbridge & Sewaren Electric St. Ry. Co., the Plainfield St. Ry. Co., and the Rahway Electric St. Ry. Co. The company operates 60 miles of street railways connecting the principal cities and towns in Central New Jersey, and will be closely associated with the North Jersey St. Ry., which is operated by the same interests. For plan of reorganization, see North Jersey Street Ry. Co., Jersey City & Newark N. J.

**CAPITAL STOCK,** authorized and issued, \$3,000,000.

**FUNDED DEBT.**—First consolidated mortgage, 5 p. c. gold coupon bonds, authorized, \$2,500,000, issued, \$1,400,000; held to retire prior

Please note date of information at end of each report.

lien, \$100,000; held for future improvements, \$1,000,000; dated Dec. 1, 1900, due 1950; denom. \$1,000; no sinking fund and not subject to call; int. payable June and Dec., at office of Fidelity Trust Co., Newark, N. J., trustee of mortgage.

Plainfield St. Ry. Co.'s first mortgage, \$100,000, Fidelity Trust Co., of Newark, trustee.

OTHER DEBTS, Dec. 31, 1902, \$489,171.

OPERATION.—The figures given are for the six consolidated companies combined for the year ending Dec. 31,

|                               | 1900.   | 1901.     | 1902.     |
|-------------------------------|---------|-----------|-----------|
| Receipts from passengers..... | \$      | \$234,390 | \$246,140 |
| "    other sources.....       |         | 1,692     | 4,571     |
| "    total.....               | 201,123 | 236,082   | 250,711   |
| Operating expenses.....       | 179,391 | 206,504   | 189,884   |
| Earnings from operation.....  | 21,732  | 29,578    | 60,827    |
| Expenditures for repairs..... |         |           | 53,870    |
| Net income.....               |         |           | 6,957     |
| Dividends.....                | none    | none      | none      |

OFFICERS.—Pres. Thos. C. Barr, V. Pres. Thomas A. Nevins, Sec. & Treas. E. W. Hine.

GENERAL OFFICE, 164 Market St. Newark, N. J.

REFERENCES.—Consolidation of roads, Vol. XVI, Dec. 8, '00, p. 1, 197.

Date of information, Mar., 1903.

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### HACKENSACK.

Population in 1880, 4,248, in 1890, 6,004, in 1900, 9,443.

**The New Jersey & Hudson River Railway & Ferry Co.**—This company was incorporated under the laws of New Jersey, Feb. 27, 1900, as a consolidation of the Bergen County Traction Co., the Ridgefield & Teaneck Ry. Co. (which was incorporated Feb. 17, 1900), the Riverside & Fort Lee Ferry Co. and the Highland Improvement Co., these companies having been controlled for some years by the same interests. This company has made some important improvements in both the railway and ferry service, which include additions to the power house equipment, new double truck open cars, and has built new ferry slips in New York City, and an amusement park on the Palisades opposite the city. This line connects 130th St. (Harlem) New York City, by ferry with Edgewater, N. J., and thence by electric railway with Fort Lee, Leonia, Englewood, Hackensack and Paterson.

CAPITAL STOCK, authorized, \$1,750,000; common, authorized, and issued, \$1,000,000; preferred 6 p. c., non-cumulative, authorized, \$750,000, issued, \$450,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,100,000; dated Mar. 1, 1900, due 1950; denom. \$1,000; coupon, but may be registered; subject to call at 110 after Mar. 1, 1905; int. payable at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

OTHER DEBTS, Dec. 31, 1902, \$132,390.

|                               | 1900.    | 1901.    | 1902.     |
|-------------------------------|----------|----------|-----------|
| Receipts from passengers..... | \$68,064 | \$82,492 | \$100,331 |
| "    other sources.....       | 20,831   | 21,097   | 66,111    |
| "    total.....               | 88,895   | 103,589  | 166,442   |
| Operating expenses.....       | 42,301   | 43,488   | 66,699    |
| Earnings from operation.....  | 46,594   | 60,101   | 99,743    |
| Dividends.....                |          | 22,500   | 27,000    |
| Surplus.....                  |          | 37,601   | 72,743    |

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 70 lb. and 80 lb. T rail; 25 motor cars; Gen. Elec. generators and motors, American cars.

OFFICERS.—Pres. A. Merritt Taylor, 1st V. Pres. W. H. Clark, 2d V. Pres. & Gen. Man. Frank R. Ford, Sec. & Treas. W. N. Barrows, Gen. Supt. of Railway and Ferry F. W. Bacon.

DIRECTORS.—A. M. Taylor, W. H. Clark, Jos. De F. Junkin, S. D. Page, C. T. Colladay, Philadelphia, Pa.; J. C. Young, Jersey City, N. J.; George W. Young, G. H. Davis, Geo. W. Bacon, F. R. Ford, New York City; J. W. Ferguson, Paterson, N. J.

GENERAL OFFICE AND POWER STATION, Edgewater, N. J.

REFERENCES.—Extensions of Bergen County Traction Co., Vol. XVI, Feb. 3, '00, p. 114 (ill.); important new work, Vol. XVI, Sept. 1, '00, p. 836 (ill.); description of park, Vol. XVII, May 4, '01, p. 555 (ill.).

Date of information, Feb., 1903.

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### HOBOKEN.

Population, in 1880, 31,000, in 1890, 43,650, in 1900, 59,364.

**Jersey City, Hoboken & Paterson Railway Co.**—This company is a consolidation, Nov., 1899, of practically all the electric railways in northern part of New Jersey which were not already under the control of the North Jersey Street Ry. Co., which is also con-

trolled by the same interests. In July, 1900, the Bergen Turnpike was acquired, and construction of a line to Hackensack from Hoboken was commenced. The following companies are merged into the Jersey City, Hoboken & Paterson Ry.:

North Hudson County Ry. Co., which controlled the Hudson & Bergen Traction Co. and the Pavonia Horse R. R. Co.

White Line Traction Co., formerly the New Jersey Electric Ry. Co., which was a consolidation of the Jersey City, Hoboken & Rutherford Electric Ry. Co., the Paterson, Passaic & Rutherford Electric Ry. and the Paterson & Little Falls Ry. Co.

Palisades R. R.  
Saddle River Traction Co.  
Paterson Central Electric Ry. Co.  
Paterson Railway Co.  
Paterson Horse R. R.

For plan of reorganization, see North Jersey Street Ry. Co., Jersey City and Newark, N. J.

Capital Stock, authorized and issued, \$20,000,000.

Funded Debt.—First consolidated mortgage 4 p. c. bonds, authorized, \$20,000,000, issued, \$10,004,000; dated Nov. 1, 1899, due 1949; denom. \$1,000; int. payable May and Nov., at office of New Jersey Title Guarantee & Trust Co., of Jersey City, N. J., trustee of mortgage.

Note.—It is understood that the \$2,459,375 of the White Line Traction Co.'s 5 p. c. bonds were retired, and the stock of the constituent companies were acquired by the amount issued, the balance will be held by trustee to retire the underlying liens and for future extensions and betterments.

#### PRIOR LIENS.

NORTH HUDSON COUNTY RY. CO.—First mortgage 6 p. c. coupon bonds, \$620,000, due Jan. 1, 1914; denom. \$1,000; int. payable Jan. and July.

Consolidated mortgage 5 p. c. coupon bonds, authorized \$3,000,000, issued, \$2,378,000, in escrow, \$620,000; due 1928; int. payable Jan. and July.

Improvement mortgage 5 p. c. bonds, issued, \$1,292,000; due 1904; denom. \$1,000; int. payable May and Nov.

Weehawken Extension 5 p. c. mortgage bonds, outstanding, \$100,000; dated Feb. 1, 1895, due 1915; int. payable Feb. and Aug.

PATERSON RAILWAY CO.—Second mortgage 6 p. c. bonds, authorized and issued, \$200,000; dated June, 1888, due 1908; int. payable June and Dec.

Consolidated mortgage 6 p. c. gold bonds, authorized, \$1,250,000, issued \$1,000,000, in escrow (see Note), \$250,000; coupon, but may be registered; dated June 1, 1891, due 1931; denom. \$1,000; int. payable June and Dec., at office of First National Bank of Paterson, N. J.; trustee of mortgage, Knickerbocker Trust Co., of New York.

Paterson City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$50,000; coupon, but may be registered; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at First National Bank of Paterson.

Paterson Ry. Co.'s second general mortgage 6 p. c. bonds, authorized and issued, \$300,000; coupon, but may be registered; dated Oct. 1, 1894, due 1914; int. payable Oct. and Apr., at First National Bank, Paterson.

Operation.—The following gives the combined earnings of the five operating constituent companies during the years ending Dec. 31,

|                           | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Total receipts.....       | \$1,773,259 | \$1,803,287 | \$1,859,931 | \$1,975,525 |
| Operating expenses.....   | 940,531     | 877,920     | 975,739     | 1,120,632   |
| Earnings from operation.. | 822,728     | 925,367     | 884,192     | 854,893     |
| Deductions from earnings. |             |             |             |             |
| Fixed charges.....        | 402,870     | 813,178     | 838,669     |             |
| Other deductions....      | 54,000      |             |             | 849,297     |
| Net income.....           | 365,858     | 112,189     | 45,523      | 5,596       |
| Dividends.....            | none        | none        | none        | none        |

Plant and Equipment.—Controlled—Miles of track (electric), 154.7; 40 to 90 lb. rail; 400 cars, of which 25 are horse cars, 345 are motor cars and 30 trail cars; power stations have an aggregate of 8,000 H. P.; power at Paterson is at present rented.

Officers.—Pres. David Young, V. Pres. J. F. Shanley, Sec. Frank J. Davis, Treas. George W. Roe, Audr. S. C. Stivers, Gen. Supt. W. S. Hall, Ch. Engrs. W. H. Hall and John Craig, Ch. Elecn. W. S. Jackson.

Directors.—David Young, John F. Shanley, Wm. C. Shanley, A. P. Hexamer, Edward L. Young, Bird W. Spencer, Dennis McLaughlin, E. F. C. Young, Wm. B. Gourley, Randal Morgan, Wm. C. Heppenheimer, C. W. Riker, Charles A. Sterling, John R. Lee, J. E. Hulshizer.

General Office, 21 Hudson Place, Hoboken, N. J.

Power Stations, Jersey City and Secaucus, N. J.

Date of information, Apr., 1903.

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## JERSEY CITY AND NEWARK.

Population Jersey City in 1880, 120,722, in 1890, 163,000, in 1900, 206,433. Newark in 1880, 136,500, in 1890, 181,830, in 1900, 246,070.

**North Jersey Street Railway Co.**—Chartered June, 1894, to operate electric street railways in northern New Jersey. This company owns and operates the Newark and South Orange Ry. and leases the Consolidated Traction Co.'s lines for 999 years, at a rental, beginning with 1899, of 2% on the capital stock (\$15,000,000) for the first three years, 2½% for 1902, 3% for 1903-1904, 3½% for 1905; and 4% thereafter, and also assumes all the liabilities of the Consolidated Traction Co. in addition to above rental.

On Mar. 12, 1903, a joint committee of the North Jersey Street Ry. Co., Jersey City, Hoboken & Paterson Street Ry. Co., Orange & Passaic Valley Ry. Co., Elizabeth, Plainfield & Central Jersey Ry. Co., and the United Electric Ry. Co., was appointed to consider several propositions which had been made to lease these lines. The committee consisted of E. F. C. Young, A. J. Cassatt, John D. Crimmins, John I. Waterbury, Randal Morgan, and Thos. N. McCarter, and on Apr. 13, reported in favor of accepting a proposition made by the Fidelity Trust Co. of Newark. The proposition was as follows:

The Trust Co. will cause a new corporation to be formed, with an authorized capital stock of \$25,000,000 par value, of which at this time there shall be issued \$10,000,000 at par for cash, which sum will be underwritten by Fidelity Trust Co. The by-laws of the new company shall provide that the remainder of said capital stock shall only be issued for cash, at not less than par.

The new company will purchase the shares of stocks of the companies named below, and in payment therefor will issue to shareholders of said companies perpetual interest-bearing certificates, secured by a general pledge of all shares purchased with them, on the following basis:

For shares of North Jersey Street Ry. Co. stock delivered to it, certificates at the rate of a par value of \$40 for each share of said stock delivered to it, and a cash payment of 1 p. c. upon the par value of said certificates when issued.

For shares of Jersey City, Hoboken & Paterson Street Ry. Co. stock delivered to it, certificates at the rate of a par value of \$30 for each share of said stock, and a cash payment of 1 p. c. upon the par of said certificates when issued.

For shares of Elizabeth, Plainfield and Central Jersey Ry. Co. stock delivered to it, certificates at the rate of a par value of \$30 for each share of said stock and a cash payment of 1 p. c. upon the par of said certificates when issued.

For shares of Orange and Passaic Valley Ry. Co. stock delivered to it, certificates at the rate of a par value of \$30 for each share of said stock, and a cash payment of 1 p. c. upon the par of said certificates when issued.

The amount of interest to be paid upon these certificates shall be as follows:

1st year... 2 p. c. (viz., 1 p. c. paid as above and 1 p. c. payable at the end of the first interest year.)  
2d year... 2 p. c. payable semi-annually.  
3rd year... 2½ p. c. payable semi-annually.  
4th year... 3 p. c. payable semi-annually.  
5th year... 3½ p. c. payable semi-annually.  
6th year... 4 p. c. payable semi-annually.  
7th year... 4½ p. c. payable semi-annually.  
8th year... 5 p. c. payable semi-annually.  
9th year... 5½ p. c. payable semi-annually.  
10th year and thereafter... 6 p. c. payable semi-annually.

Interest shall begin to run on said certificates from the first day of the month following the date when the plan shall become operative.

The foregoing plan shall become operative upon the deposit for account of the new company, of a majority of the stocks of all the foregoing named companies, on or before Apr. 27, 1903, but the right is reserved to extend the time for deposits to not later than July 1, 1903, and to declare the plan operative pro tanto without the concurrence of the holders of a majority of stock of all the companies named.

It is proposed that the new company shall offer to the shareholders of the United Electric Co. of New Jersey for stock of said company delivered to it like certificates bearing similar rate of interest at the ratio of \$30 at par of said certificates for each share of stock of said company sold and delivered to it.

It is also proposed that the new company shall endeavor to acquire by lease the properties of the following named companies: Essex & Hudson Gas Co., Hudson County Gas Co., Paterson & Passaic Gas & Electric Co., South Jersey Gas, Electric & Traction Co., and negotiations to that end are now in progress. It may also be desirable for the company to acquire other similar properties.

\$8,000,000 of the stock of the new company will forthwith be offered for subscription at par, pro rata to the holders of the certificate above referred to and to the stockholders of the companies last above enumerated.

Fidelity Trust Co. and others acting in co-operation with it will agree to retain a large interest in the new company for a period of time not less than five years.

The new company will pay the non-funded indebtedness of the several street railway companies, amounting approximately to \$4,300,000 and will also pay the amounts necessary to cover the immediate requirements of said companies, aggregating approximately \$1,750,000, making a total of \$6,080,000, for which payments the new

company will be entitled to receive, as far as may be, bonds of said companies issued or to be issued as authorized by their respective existing mortgages.

The new company will from time to time provide the funds necessary for the proper betterments, improvements and extensions of the properties of the several companies owned or controlled by it, and shall be entitled to receive therefor the remaining bonds authorized to be issued for such purposes by the existing mortgages of the respective companies for account of which said payments will be made. None of the several underlying companies shall incur any indebtedness or create any lien upon its property, other than already authorized, that shall rank in priority to the existing capital stock of said company.

Proper provision shall be made for the refunding, from time to time, of the existing authorized bonded indebtedness of any of said underlying companies.

Upon the acceptance of this proposition and the deposit of a sufficient number of shares to make the plan operative, and pending the consummation thereof, Fidelity Trust Company will advance for account of the new company such sums as will be necessary to meet the immediate needs of the several underlying companies.

For its services in and about the formation of the new company; in underwriting the \$10,000,000 of capital stock thereof; in transferring the stocks acquired under this proposition; for depository and trustee charges, and for all legal and other services and expenses of every character attendant upon the consummation of the enterprise Fidelity Trust Co. shall receive from the new company a cash compensation of 5 p. c. on the amount of said underwritten capital stock.

The boards of directors of these companies have voted to accept this proposition. The Fidelity Trust Co., or its authorized agents, the New Jersey Title Guarantee & Trust Co., Jersey City, N. J., Manhattan Trust Co., New York, or Commercial Trust Co., Philadelphia, Pa., will accept stock on deposit from the stockholders and will issue negotiable certificates for stock deposited, to be exchanged for the perpetual interest-bearing certificates of the new company, as soon as the plan shall become operative, and engraved certificates are ready for delivery.

**Capital Stock**, authorized and issued, \$15,000,000.

**Funded Debt**.—The direct funded indebtedness of the company is \$6,500,000, as follows:

First mortgage 4 p. c. gold bonds, authorized, \$15,000,000, issued, \$6,500,000, denom. \$1,000; dated May 1, 1898, due 1948; int. payable May and Nov., at office of Manhattan Trust Co., of New York City, trustee of mortgage and also at the office of the Fidelity Trust & Deposit Co., of Newark, N. J.

In addition to the above, the company has assumed \$22,158,000 of underlying bonds as follows. (See companies named for detailed description).

|                                                               | Outstanding. |
|---------------------------------------------------------------|--------------|
| Consolidated Traction Co.'s first mortgage bonds.....         | \$15,000,000 |
| Newark Pass. Ry. Co.'s first consolidated mortgage bonds..... | 4,600,000    |
| “ “ “ “ underlying securities.....                            | 1,250,000    |
| Jersey City & Bergen R. R. Co.'s first mortgage bonds...      | 258,000      |
| Passaic & Newark Elec. Traction Co.'s first mortgage bonds    | 550,000      |
| Rapid Transit Street Ry. Co. of Newark.....                   | 500,000      |
| Total.....                                                    | \$22,158,000 |

## Operation.—Year ending Dec. 31,

|                               | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------------|-------------|-------------|-------------|-------------|
| Receipts from passengers..... | \$3,737,003 | \$3,959,854 | \$4,151,411 | \$4,395,225 |
| “ other sources.....          | 20,502      | 32,207      | 21,236      | 42,085      |
| “ total.....                  | 3,757,505   | 3,992,061   | 4,172,647   | 4,437,310   |
| Operating expenses.....       | 1,780,047   | 1,942,790   | 1,994,988   | 2,259,755   |
| Earnings from operation.....  | 1,977,458   | 2,049,271   | 2,177,659   | 2,177,555   |
| Dividends.....                | none        | none        | none        | none        |

**Plant and Equipment**.—Miles of track (electric), 247; 678 motor cars; Allis engines; West. & Gen. Elec. generators and motors; Babcock & Wilcox boilers; Brill, Laclede and St. Louis cars.

**Officers**.—Pres. E. F. C. Young, V. Pres. David Young, Sec. W. S. Johnson, Treas. E. N. Hill, Audr. E. D. Hibbs, Pur. Agt. C. H. Thorne, Gen. Supt. C. M. Shipman.

**Directors**.—A. J. Cassatt, E. F. C. Young, Thomas Dolan, P. A. B. Widener, John D. Crimmins, J. R. Shanley, L. D. Ward, W. L. Elkins, John F. Dryden, Peter Hauck, John F. Kehoe, Joseph D. Bedle, Edw. L. Young, David Young, George F. Perkins.

**General Office**, 29 Exchange Place, Jersey City, N. J.

**Reference**.—Extension of power plant, Vol. XVII, Mar., 23, '01, p. 360 (ill.).

Date of information, Apr., 1903.

x z

**Consolidated Traction Co.**—Chartered Mar. 15, 1893. This company controls (by ownership of stock) and operates the

New Jersey Traction Co.  
Jersey City & Bergen R. R. Co.  
Newark Passenger Ry. Co.  
The Newark Plank Road Co.  
Jersey City, Harrison & Kearny R. R. Co.  
Passaic & Newark Electric Traction Co.  
Passaic & Newark Electric Ry. Co.  
Newark & South Orange Ry. Co.

Please note date of information at end of each report.



**Bergen Point & Staten Island Ferry Co.** (owns no street railway lines).

**Port Richmond & Bergen Point Ferry Co.** (owns no street railway lines).

It also leases the Rapid Transit Street Ry. Co., of Newark.

The property of this company is leased to the North Jersey Street Ry. Co. for 999 years, at an annual rental beginning with 1899, of 2% on the capital stock for 3 years; 2½% for one year; 3% for 2 years; 3½% for one year; and 4% thereafter. The North Jersey Street Ry. Co. assumes all the liabilities of this company.

**Capital Stock**, authorized and issued, \$15,000,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, issued and \$15,000,000; dated June 1, 1893, due 1933; denom. \$1,000; int. payable June and Dec., at office of Manhattan Trust Co. of New York, trustee of mortgage.

**Note.**—The first mortgage bonds are a lien upon all the franchises, road and equipment which may be owned by the company, together with the following collateral securities: 10,000 shares of the stock of the Jersey City & Bergen City R. R. Co.; 6,465 shares of the Newark Plank Road Co.; 1,000 shares of the Jersey City, Harrison & Kearny R. R. Co.; 60,000 shares of the Newark Passenger Ry. Co.; 5,000 shares of the New Jersey Traction Co.; 10,000 shares of the Passaic & Newark Traction Co., and 4,000 shares of the Port Richmond & Bergen Point Ferry Co.

**Operation.**—(See North Jersey Street Ry. Co.)

**Plant and Equipment.**—(See North Jersey Street Ry. Co.)

**Officers.**—Pres. E. F. C. Young, V. Pres. E. B. Gaddis, Sec. T. J. George, Treas. E. N. Hill, Audr. E. D. Hibbs, Gen. Sup. G. F. Chapman, Pur. Agt. & Elec. C. H. Thorne, Ch. Engr. of Power Station J. G. Elliott.

**Directors.**—C. A. Griscom, R. C. Jenkinson, Jeremiah O'Rourke, E. B. Gaddis, M. T. Barrett, E. F. C. Young, B. M. Shanley, Jr., L. D. Ward, Albert Jennings, W. J. Davis, John E. McArthur, Dudley Farand, David Young, J. E. Hulshizer, J. K. Corbierre.

**General Office**, 29 Exchange Place, Jersey City.

**References.**—Testing and repairing methods, Vol. XVI, Aug. 4, '00, p. 703 (ill.); new car house at Newark, Vol. XVI, Dec. 1, '00, p. 1176 (ill.).

Date of information, Mar., 1903. z

**Jersey City & Bergen Railroad Co.**—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

**Capital Stock**, authorized and issued, \$1,000,000.

**Funded Debt.**—First mortgage 4½ p. c. bonds, \$258,000; dated Jan. 1, 1903, due 1933; denom. \$1,000; coupon, but may be registered; int. payable Jan. and July.

Date of information, Mar., 1903. z

**Jersey City, Harrison & Kearny Railway Co.**—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

**Capital Stock**, issued, \$100,000, paid in, \$18,000.

Date of information, Mar., 1903. z

**Newark Passenger Railway Co.**—Chartered June 16, 1890. Leased on July 29, 1893, to the New Jersey Traction Co. for 999 years, at a rental of \$60,000 for the first year, \$90,000 for the second year, and \$105,000 per annum thereafter. The entire capital stock is in the Treasury of the Consolidated Traction Co.

**Capital Stock**, issued \$6,000,000.

**Funded Debt**, \$5,850,000, substantially as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, \$6,000,000, issued, \$4,600,000, in escrow (see Note), \$1,250,000, in treasury, \$150,000; coupon, but may be registered; dated July 1, 1890, due 1930; denom. \$1,000; int. payable Jan. and July, at office of the People's Bank, of Philadelphia; Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co., of New Jersey.

Orange & Newark Street Ry. Co.'s consolidated mortgage 6 p. c. registered bonds, authorized and issued, \$496,500; dated Apr. 1, 1885, due 1905; denom. \$500 and \$1,000; int. payable Apr. and Oct., at Newark; trustees of mortgage, T. Runyon and A. L. Dennis.

Essex Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized and issued, \$753,500; dated Nov. 1, 1885, due 1905; denom. \$500 and \$1,000; int. payable May and Nov., at Newark; trustees of mortgage, E. Q. Keasby and G. G. Frelinghuysen.

**Note.**—\$1,250,000 of the consolidated bonds are held in escrow to retire the two issues above described.

**Officers.**—Pres. E. F. C. Young, Sec. T. J. George, Treas. E. N. Hill.

Date of information, Mar., 1903. z

**Newark Plank Road Co.**—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

**Capital Stock**, \$162,000.

**Funded Debt.**—None.

Date of information, Mar., 1903. z

**New Jersey Traction Co.**—Chartered 1892. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

**Capital Stock**, authorized and issued, \$500,000. The entire capital stock is in the treasury of the Consolidated Traction Co., of New Jersey.

**Funded Debt.**—None.

Date of information, Mar., 1903. z

**Passaic & Newark Electric Traction Co.**—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

**Capital Stock**, authorized and issued, \$1,000,000.

**Funded Debt.**—First mortgage 5 p. c. coupon bonds, authorized \$1,000,000, issued, \$550,000; dated June 1, 1897, due 1937; int. payable June and Dec., at office of New Jersey Title Guarantee & Trust Co., of Jersey City. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co.

**Operation.**—Included in report of North Jersey Street Ry. Co., (which see).

Date of information, Mar., 1903. z

**Rapid Transit Street Railway Co. of Newark.**—Controlled by the North Jersey Street Ry. Co., through the lease to the Consolidated Traction Co., of New Jersey (originally to the Newark Passenger Ry. Co., in Feb., 1892), for a rental equivalent to fixed charges and 11.75 p. c. on \$504,000 of the capital stock.

**Capital Stock** (trustees' certificates), \$504,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated Apr. 1, 1891, due 1921, but redeemable at 110 and interest on and after Apr. 1, 1901, at company's option; int. payable Apr. and Oct., at office of Fidelity Trust & Deposit Co., of Newark, trustees of mortgage.

**Officers.**—Pres. Gottfried Krueger, Treas. Cortlandt Riker.

Date of information, Mar., 1903. z

**The Newark & South Orange Railway Co.**—Chartered Apr. 6, 1865, as a successor to the Newark & South Orange Horse Car R. R. Co. The capital stock of this company is owned by the North Jersey Street Ry. Co.

**Capital Stock**, authorized and issued, \$1,500,000.

Date of information, Mar., 1903. z

**New York & Jersey Railroad Co.**—This company is incorporated under the laws of New York and is now actively engaged in constructing a double tube tunnel under the Hudson River from Jersey City to a terminal at Christopher and Greenwich streets, New York. The company will operate independently as a trolley connection between New York and New Jersey.

**Capital Stock**, common, issued, \$5,000,000; 6 p. c. non-cumulative preferred, issued, \$3,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$7,000,000, issued, \$4,500,000; dated Feb. 1, 1902, due 1932; denom. \$1,000; subject to call at 110 and interest on any interest day.

**Note.**—Of the unissued bonds, \$2,000,000 are reserved for the purchase of additional property and \$500,000 for other corporate purposes.

**Officers.**—Pres. Wm. G. McAdoo, V. Pres. W. G. Oakman and E. C. Converse, Sec. Chas. W. King, Treas. Henry A. Murray, Ch. Engr. Chas. M. Jacobs.

**Directors.**—Wm. G. McAdoo, W. G. Oakman, E. C. Converse, Elbert H. Gary, John Skelton Williams, A. N. Brady, E. F. C. Young, David Young, J. G. McCullough, F. B. Jennings, G. Tracy Rogers, Otto T. Bannard.

Date of information, Mar., 1903. z

## KEYPORT.

Population in 1890, 3,411, in 1900, 3,413.

**Jersey Central Traction Co.**—This company is the successor to the Keyport & Matawan Street R. R. Co., which was chartered Mar. 26, 1891. Annual meeting first Tuesday in Mar.

**CAPITAL STOCK**, authorized and issued \$875,000; par value, \$100 per share.

**FUNDED DEBT.**—\$425,000.

**OPERATION.**—Year ending Dec. 31,

|                            | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.    |
|----------------------------|---------|---------|---------|---------|---------|----------|
| Gross receipts.....        | \$5,246 | \$5,423 | \$6,010 | \$4,156 | \$5,227 | \$10,462 |
| Operating expenses.....    | 5,242   | 6,196   | 6,385   | 3,911   | 4,755   | 6,972    |
| Earnings from operation... | 4       | *.773   | *375    | 245     | 472     | 3,490    |
| Expenditures for repairs.. |         |         |         |         |         | 2,493    |

\*Deficit.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5.7; gauge, 4 ft. 8½ in.; 38 lb. girder and side bearing rail; 24 horses, 6 horse cars.

**OFFICERS.**—Pres. Thos. B. Hall, Treas. T. H. Paist.

**GENERAL OFFICE**, 1 Exchange Place, Jersey City, N. J.

Date of information, Mar., 1903. b

**LONG BRANCH.**

Population in 1880, 3,833, in 1890, 7,231, in 1900, 8,872.

**West End & Long Branch Railway Co.**—This road is leased to, and operated by, the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, \$97,500.

PLANT AND EQUIPMENT.—Miles of track, 4.97.

OFFICERS.—Pres. James Smith, Jr., V. Pres. Chas. L. Spier, Sec. & Treas. S. F. Hazelrigg.

DIRECTORS.—James Smith, Jr., Chas. L. Spier, S. F. Hazelrigg, C. Meyer Zulick, M. T. Barrett, G. B. Cade, Chas. E. Hereth.

Date of information Mar., 1903.

z

**MILLVILLE.**

Population in 1880, 7,660, in 1890, 10,002, in 1900, 10,583.

**Millville Traction Co.**—Chartered 1894, for 100 years. Annual meeting Aug. 1. This company has been merged with the Millville Rapid Transit Co. Extension to Vineland and Union Lake Park was put in operation Aug. 1, 1901.

CAPITAL STOCK, authorized, \$400,000, issued, \$175,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$400,000, issued, \$208,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. \$1,000; int. payable Feb. and Aug. at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

OTHER DEBTS, Dec. 31, 1902, \$38,869.

| OPERATION.—Year ending Dec. 31, |         |         |         |          |          |
|---------------------------------|---------|---------|---------|----------|----------|
|                                 | 1898.   | 1899.   | 1900.   | 1901.    | 1902.    |
| Receipts from passengers..      | \$4,850 | \$5,902 | \$6,668 | \$16,003 | \$30,208 |
| " " other sources.....          |         |         |         | 90       | 125      |
| " total.....                    |         |         |         | 16,093   | 30,333   |
| Operating expenses.....         | 4,810   | 5,387   | 7,272   | 11,093   | 16,250   |
| Earnings from operation...      | 40      | 515     | *604    | 5,000    | 14,083   |
| Expenditures for repairs...     | 1,580   | 2,373   | 1,870   | 3,781    | 11,780   |
| Net income.....                 | *1,540  | *1,858  | *2,474  | 1,219    | 2,303    |
| Dividends.....                  | none    | none    | none    | none     | none     |
| *Deficit.                       |         |         |         |          |          |

PLANT AND EQUIPMENT.—Miles of track (electric), 12.31; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. rail; 13 cars, of which 10 are motor cars and 3 trail cars; 400 H. P. station plant; Ball & Wood and Ames engines, Gen. Elec. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. & Gen. Man. Geo. B. Langley, Sec. & Treas. I. C. Lewis.

DIRECTORS.—Geo. B. Langley, Geo. Wood, R. B. Radcliffe, N. G. Livermore, R. D. Wood, H. B. Kemble, S. M. Souder, H. Mulford, H. O. Newcomb, M. Ludlam, W. H. Bacon.

Date of information, Feb., 1903.

b z

**MOUNT HOLLY.**

**Mount Holly Street Railway Co.**—Annual meeting first Friday in Nov.

CAPITAL STOCK, authorized, \$10,000, issued, \$9,800.

FUNDED DEBT.—None.

| OPERATION.—Year ending Dec. 31,    |         |         |         |         |        |        |
|------------------------------------|---------|---------|---------|---------|--------|--------|
|                                    | 1897.   | 1898.   | 1899.   | 1900.   | 1901.  | 1902.  |
| Gross receipts.....                | \$1,297 | \$1,352 | \$1,228 | \$1,120 | \$ 941 | \$ 818 |
| Oper'g exp. and fixed charges..... | 1,390   | 1,332   | 1,400   | 1,109   | 1,058  | 1,067  |
| Net income.....                    | *93     | 20      | *172    | 11      | *117   | *249   |
| *Deficit.                          |         |         |         |         |        |        |

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 5 ft. 2 in.; 3 horses, 4 horse cars.

OFFICERS.—Pres. Amos Gibbs, Sec. & Treas. Clarence H. Polhemus.

DIRECTORS.—Amos Gibbs, Joseph Cross, Edward D. Stokes, Samuel H. Chambers, John D. Johnson, Robert S. Gaskill, Clarence H. Polhemus.

Date of information, Feb., 1903.

b

**NEW BRUNSWICK.**

Population in 1880, 17,166, in 1890, 18,603, in 1900, 20,006.

**Middlesex & Somerset Traction Co.**—This company is a consolidation on Mar. 1, 1900, of the Brunswick Traction Co., the New Brunswick City Ry. Co. and the New York & Philadelphia Traction Co.

CAPITAL STOCK, \$1,500,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,000,000, held in escrow to retire prior liens. \$500,000; dated Mar. 1, 1900, due Jan. 1, 1950; denom. \$1,000; coupon, but may be registered; not subject to call before maturity; int. payable at office of Fidelity Title & Deposit Co., Newark, N. J. trustee of mortgage.

**PRIOR LIEN.**

Brunswick Traction Co.'s first mortgage 5 p. c. gold bonds, \$500,000; dated July 1, 1896, due 1926; not subject to call.

OTHER DEBTS, Dec. 31, 1902, \$141,161.

| OPERATION.—Year ending Dec. 31, |           |           |           |
|---------------------------------|-----------|-----------|-----------|
|                                 | 1900.     | 1901.     | 1902.     |
| Receipts from passengers.....   | \$143,126 | \$162,019 | \$179,756 |
| " " other sources.....          | 1,050     | 800       | 925       |
| " total.....                    | 144,176   | 162,819   | 180,681   |
| Operating expenses.....         | 117,690   | 80,043    | 81,855    |
| Earnings from operation.....    | 26,486    | 82,776    | 98,826    |
| Expenditures for repairs.....   | 19,576    | 21,095    | 17,273    |
| Net income.....                 | 6,910     | 60,781    | 81,553    |
| Dividends.....                  | none      | none      | none      |

PLANT AND EQUIPMENT.—Miles of track (electric), 52; gauge, 4 ft. 8½ in.; 56 lb. T rail; 38 motor cars, 5 snow plows and sweepers; 3 West. generators, 1,100 K. W. West. motors, Brill and J. & S. cars and trucks.

OFFICERS.—Pres. Gottfried Krueger, Newark, N. J.; V. Pres. Andrew H. Radel, Bridgeport, Conn.; Sec. & Treas. Edward H. Radel, New Brunswick, N. J.; Gen. Man. & Pur. Agt. Thos. F. Walsh, Supt. J. Butler, Ch. Engr. F. E. Woodward, Elec. D. McGregor.

GENERAL OFFICE, George St., New Brunswick, N. J.

Date of information, Mar., 1903.

b z

**OCEAN CITY.**

**Ocean City Electric Railroad Co.**—In Dec., 1900, this property was acquired by Henry D. Moore.

CAPITAL STOCK, issued, \$100,000.

FUNDED DEBT, \$75,000.

OTHER DEBTS, Dec. 31, 1902, \$24,000.

| OPERATION.—Year ending Dec. 31, |          |          |
|---------------------------------|----------|----------|
|                                 | 1901.    | 1902.    |
| Total receipts.....             | \$12,071 | \$13,194 |
| Operating expenses.....         | 12,328   | 12,755   |
| Deficit from operation.....     | 257      | *439     |
| Dividends.....                  | none     | none     |
| *Surplus.                       |          |          |

PLANT AND EQUIPMENT.—Miles of track, 7; 11 motor cars; 300 H. P. generators.

OFFICERS.—Pres. Wm. G. Moore, Treas. Wm. D. Sherrerd.

GENERAL OFFICE, 850 Asbury Ave., Ocean City, N. J.

Date of information, Jan., 1903.

b

**ORANGE.**

Population in 1880, 13,217, in 1890, 18,844, in 1900, 24,121.

**Orange & Passaic Valley Railway Co.**—Chartered in 1898 as the successor to the Suburban Traction Co., which was chartered Apr. 13, 1893, in perpetuity, and whose property was sold at foreclosure sale on Aug. 26, 1898. This company is now operated in connection with the North Jersey Street Ry. Co. For plan of reorganization see North Jersey Street Ry. Co., Jersey City and Newark, N. J.

CAPITAL STOCK, authorized and issued, \$1,000,000.

FUNDED DEBT.—General mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$650,000; dated Dec. 1, 1898, due 1948; denom. \$1,000; int. payable June and Dec. at office of New Jersey Title Guarantee & Trust Co., of Jersey City, trustee of mortgage.

OTHER DEBTS, Dec. 31, 1902, \$30,000.

| OPERATION.—Year ending Dec. 31,      |          |          |          |          |
|--------------------------------------|----------|----------|----------|----------|
|                                      | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....        | \$64,140 | \$73,048 | \$81,771 | \$88,134 |
| " " other sources.....               | 75       | 3,802    | 1,124    | 701      |
| " total.....                         | 64,215   | 76,850   | 82,895   | 88,835   |
| Operating expenses.....              | *40,311  | 38,691   | *39,922  | 46,546   |
| Earnings from operation.....         | 23,904   | 38,159   | 42,973   | 42,289   |
| Expenditures for repairs.....        |          | 1,433    |          | 7,444    |
| Net income.....                      |          | 36,726   |          | 34,845   |
| Dividends.....                       | none     | none     | none     | none     |
| *Including expenditures for repairs. |          |          |          |          |

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. chair, T and girder rail; 22 motor cars; Ball and West. engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Chas. A. Sterling, V. Pres. David Young, Sec. & Treas. W. G. Shailer.

GENERAL OFFICE, Orange, N. J.

Date of information, Jan., 1903.

b z

**Orange Mountain Traction Co.**—This company suspended operation in Nov. 1896, but the property was sold to a new syndicate on Jan. 8, 1898, and operation resumed on Apr. 9, 1898.

CAPITAL STOCK, authorized, \$150,000, issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—\$47,500, secured by two bonds and mortgage, secured by real estate. Interest on these paid promptly, but no dividends have been declared, for all profits are put into improvements.

OTHER DEBTS, \$6,000.

| OPERATION.—Year ending Dec. 31, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....   | \$ 9,330 | \$ 7,058 | \$ 5,075 | \$ 5,768 |
| " " other sources.....          | 4,101    | 1,646    | 985      | 210      |
| " total.....                    | 13,431   | 8,704    | 6,060    | 5,978    |
| Operating expenses.....         | 8,940    | 9,925    | 6,575    | 6,232    |
| Earnings from operation.....    | 4,491    | *1,221   | *515     | *254     |
| Expenditures for repairs.....   | 430      | 144      | 119      | 1,152    |
| Net earnings.....               | 4,061    | *1,365   | *634     | *1,405   |
| Dividends.....                  | none     | none     | none     | none     |
| *Deficit.                       |          |          |          |          |

PLANT AND EQUIPMENT.—Miles of track (cable incline), 1.5; gauge 8 ft.; 56 lb. m. p. rail; 2 cars; Roebing engines, Bloomsburg cars.

OFFICERS.—Pres. & Gen. Man. Frank Brewer, Sec. & Treas. E. W. Jackson.

DIRECTORS.—Frank Brewer, Orange Valley, N. J.; A. F. Skinner, Nutley, N. J.; Edward Jackson, Belleville, N. J.; D. D. Sutphen, James R. Williston, New York.

GENERAL OFFICE, Highland Park, West Orange, N. J.

Date of information, Feb., 1903.

**South Orange & Maplewood Traction Co.**—This company operates under lease, the property of the South Orange & Maplewood Street Ry. Co. and the road is connected at West Orange with the Watchung branch of the N. Y. & Greenwood Lake (Erie) R. R.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—None.

OTHER DEBTS, Dec. 31, 1902, \$20,613.

| OPERATION.—Of the South Orange & Maplewood Street Ry. Co. for year ending Dec. 31, |          |          |          |          |
|------------------------------------------------------------------------------------|----------|----------|----------|----------|
|                                                                                    | 1898.    | 1899.    | 1900.    | 1901.    |
| Recpts. from passengers.....                                                       | \$14,692 | \$17,866 | \$19,198 | \$19,724 |
| " " other sourc.....                                                               | 374      | 567      | 666      | 689      |
| " total.....                                                                       | 15,066   | 18,433   | 19,864   | 20,413   |
| Operating expenses.....                                                            | †12,369  | 17,679   | 13,876   | 14,408   |
| Earnings from operation.....                                                       | 2,697    | 754      | 5,988    | 6,005    |
| Expenditures for repairs.....                                                      |          | 3,425    | 5,660    | 5,451    |
| Net income.....                                                                    |          | *2,671   | 328      | 554      |
| Dividends.....                                                                     | none     | none     | none     | none     |
| *Deficit. †Including expenditures for repairs.                                     |          |          |          |          |

#### STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 430,990 |
| Transfer passengers carried.....     | 48,040  |
| Passenger car miles run.....         | 140,027 |
| Freight " ".....                     | 570     |
| Total receipts per car mile.....     | \$150   |
| Operating expenses per car mile..... | .135    |

BALANCE SHEET.—Dated Jan. 1, 1903.

| Assets.                       |           | Liabilities.               |           |
|-------------------------------|-----------|----------------------------|-----------|
| Cost of road and equip. ....  | \$207,631 | Capital stock.....         | \$200,000 |
| Cash.....                     | 592       | Bills and accts. payable.. | 184       |
| Bills and accts. receiv. .... | 896       | Other liabilities.....     | 20,435    |
| Profit and loss (deficit)...  | 11,500    |                            |           |
| Total.....                    | \$220,619 | Total.....                 | \$220,619 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.4; gauge, 4 ft. 8½ in.; 56 lb. and 80 lb. T and girder rail; 5 motor cars, 1 snow sweeper, 1 Taunton locomotive; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Edward D. Page, 58 Worth St., N. Y. City; Sec. Thos. A. Ayres, 58 Worth St., New York; Treas. John O'Rourke, Supt. Oliver Steepy.

DIRECTORS.—Edward D. Page, John O'Rourke, John O'Heald, Thos. A. Ayres, Oliver Steepy.

GENERAL OFFICE, Valley and Forest Sts., West Orange, N. J. P. O. Address, Orange, N. J.

Date of information, Mar., 1903.

#### PATERSON.

See Hoboken, N. J.

#### PERTH AMBOY.

Population in 1880, 4,808, in 1890, 9,512, in 1900, 17,699.

**Barlitan Traction Co.**—This company is successor to the Perth Amboy R. R. Co.

CAPITAL STOCK, authorized and issued, \$740,000.

UNFUNDED DEBT, Dec. 31, 1902, \$77,230.

| OPERATION.—Year ending Dec. 31,  |          |          |          |
|----------------------------------|----------|----------|----------|
|                                  | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....    | \$16,101 | \$32,677 | \$52,512 |
| " " other sources.....           | 590      | 868      | 510      |
| " total.....                     | 16,691   | 32,945   | 53,023   |
| Operating expenses.....          | 10,155   | 24,933   | 31,197   |
| Earnings from operation.....     | 6,536    | 8,012    | 21,826   |
| Expenditures from operation..... | 1,058    | 2,019    | 4,045    |
| Net income.....                  | 5,479    | 5,993    | 17,781   |
| Dividends.....                   | none     | 5,000    | none     |
| Surplus.....                     |          | 993      |          |

OFFICERS.—Pres. Adolph Lewisohn, V. Pres. C. J. Wittenberg, Sec. & Treas. J. C. McCoy, Supt. W. G. Rock.

INCORPORATORS.—J. C. McCoy, Perth Amboy; Edward Q. Keasby, Morristown, and Geo. M. Keasby, Newark, N. J.

Date of information, Mar., 1903.

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#### PHILLIPSBURG.

Population in 1880, 7,181, in 1890, 8,644.

**Phillipsburg Horse Car Railroad Co.**—Chartered Feb. 27, 1868 This road is operated by the Lehigh Valley Traction Co.

CAPITAL STOCK, issued, \$30,000.

| OPERATION.—Year ending Dec. 31, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    |
| Gross receipts.....             | \$28,979 | \$36,141 | \$40,405 | \$33,745 |
| Op. exp. and fixed charges...   | 31,931   | 43,182   | 38,538   | 31,879   |
| Net income.....                 | †2,952   | †7,041   | 1,867    | 1,866    |
| Dividends.....                  | none     | none     | none     | none     |
| †Deficit.                       |          |          |          |          |

PLANT AND EQUIPMENT.—Miles of track, 5.24; gauge, 5 ft. 2½ in.; 35 lb. rail; 13 horses, 4 cars.

OFFICERS.—Pres. Wm. M. Davis, Sec. & Treas. A. D. Chidsey, Gen. Man. & Pur. Agt. F. H. Knight.

Date of information, Feb., 1903.

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#### POINT PLEASANT.

**Point Pleasant Traction Co.**—This company is the successor to the Bay Head & Point Pleasant Street Railway Co., which was chartered in 1896 as the successor to the South Jersey Street Ry. Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, issued, \$200,000.

FUNDED DEBT, issued, \$85,000.

| OPERATION.—Year ending Dec. 31, |         |         |         |         |
|---------------------------------|---------|---------|---------|---------|
|                                 | 1898.   | 1899.   | 1900.   | 1901.   |
| Gross receipts.....             | \$3,954 | \$3,569 | \$4,402 | \$4,561 |
| Operating expenses.....         | 3,925   | 3,249   | 3,513   | 2,800   |
| Earnings from operation....     | 29      | 320     | 889     | 1,701   |
|                                 |         |         |         | 2,153   |

PLANT AND EQUIPMENT.—Miles of track, 2.2; gauge, 4 ft. 8½ in., 56 lb. and 90 lb. T and girder rail; 5 motor cars; Ball & Wood engines, West. dynamos and motors, L. & F. cars.

OFFICERS.—Pres. Q. N. Evans, V. Pres. J. A. Almirall, Sec. & Treas. W. C. Adams, Supt. F. J. Chamberlin.

GENERAL OFFICE, Point Pleasant, N. J., President's office, 281-3 Water St., New York City.

Date of information, Mar., 1903.

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#### RED BANK.

**Monmouth County Electric Co.**—This company is the successor by purchase at foreclosure sale to the Atlantic Highlands, Red Bank, & Long Branch Electric Railway Co., to which State charter was granted Apr. 6, 1895, for 99 years. Municipal franchise granted May 31, 1895, for 99 years. Annual meeting first Monday in May.

CAPITAL STOCK, authorized, \$500,000, issued, \$400,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, \$400,000; dated Apr. 1, 1901, due 1951; denom. \$1,000; coupon and registered; int. payable Jan. and July, at office of Hamilton Trust Co., of Brooklyn, N. Y., trustee of mortgage.

| OPERATION.—Year ending Dec. 31, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    |
| Receipts from pass.....         | \$37,791 | \$29,161 | \$37,990 | \$35,972 |
| " " other sources.....          | 447      | 5,664    |          | 362      |
| " total.....                    | 38,238   | 34,825   | 37,990   | 36,334   |
| Operating expenses.....         | 31,312   | 23,239   | 26,521   | 22,659   |
| Earnings from oper. ....        | 6,926    | 11,586   | 11,469   | 13,675   |
| Expenditures for repairs.....   |          | 4,950    | 4,578    | 3,030    |
| Net income.....                 |          | 6,636    | 6,891    | 10,645   |
| Dividends.....                  | none     | none     | none     | 676      |

PLANT AND EQUIPMENT.—Miles of track (electric), 10.16; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 23 cars, of which 18 are

motor cars and 5 trail cars; West. dynamos and motors, Jackson & Sharp and Brill cars, Brill trucks.

OFFICERS.—Treas. Lindley M. Garrison.

GENERAL OFFICE, 259 Washington St., Jersey City, N. J.

Date of information, Mar., 1903.

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### RUTHERFORD.

Population in 1880, 2,299, in 1890, 2,293.

**Newark & Hackensack Traction Co.**—Chartered in 1899 as the successor to the Union Traction Co., whose property was sold under foreclosure of mortgage on Jan. 27, 1899.

Since reorganization the lines of this company have been extended to reach Essex St., Hackensack along the Ridge road, from Rutherford, and are now in operation from Arlington on the south, where connection is made with Newark, through Lyndhurst, Rutherford, Carlstadt, Woodridge and Hasbrouck Heights to Hackensack on the north, where connection is made to New York via the New Jersey & Hudson River Ry. & Ferry Co. This company is now in the hands of a receiver, appointed Jan. 12, 1903.

Capital Stock, authorized and issued, \$700,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; dated 1899, due 1949; denom. \$1,000.

Other Debts, Dec. 31, 1903, \$2,505.

Operation.—Year ending Dec. 31,

|                               | 1899.    | 1900.  | 1901.    | 1902.    |
|-------------------------------|----------|--------|----------|----------|
| Receipts from passengers..... | \$19,818 | \$     | \$41,656 | \$42,076 |
| " " other sources.....        | 44       |        | 5,738    | 330      |
| " total.....                  | 19,862   | 27,692 | 47,394   | 42,406   |
| Operating expenses.....       | 19,796   | 28,774 | 34,100   | 35,326   |

|                               |     |        |        |       |
|-------------------------------|-----|--------|--------|-------|
| Earnings from operation.....  | 66  | *1,082 | 13,294 | 7,080 |
| Expenditures for repairs..... | 809 | 1,661  | 2,569  | 3,277 |

|                 |      |        |        |       |
|-----------------|------|--------|--------|-------|
| Net income..... | *743 | *2,742 | 10,724 | 3,803 |
| Dividends.....  | none | none   | none   | none  |

\*Deficit.

**Plant and Equipment.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 12 motor cars; 1,000 H. P. station plant, McIntosh & Seymour engines, Sterling boilers, 3 Crocker-Wheeler dynamos, 600 k. w. Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Receiver Edmund W. Wakelee, Pres. A. Merritt Taylor, Sec. & Treas. Wm. N. Barrows, Gen. Man. Frank R. Ford.

General Office, Rutherford, N. J.

Power Station, Rutherford, N. J.

Date of information, Mar., 1903.

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### TRENTON.

Population in 1880, 29,910, in 1890, 57,458, in 1900, 73,307.

**Trenton Street Railway Co.**—Chartered 1898. This is a consolidation, on June 28, 1898, of the Trenton Passenger Railway Co., Consolidated, (comprising the Trenton Horse R. R. Co., the City Ry. Co., the South Clinton Avenue & Broad Street Ry. Co., and the Hamilton Township Street Ry. Co.); and the Mulberry Street Passenger Ry., the Pennington Avenue Passenger Ry. Co., and the Ewing Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, \$1,000,000; par value, \$50 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$800,000; held in treasury \$1,200,000 (see note); coupon, but may be registered; dated 1898, due 1938; denom. \$1,000; int. payable Jan. and July, at office of company, Trenton, N. J., trustee of mortgage, Girard Trust Co. of Philadelphia.

Note.—\$1,000,000 held to redeem bonds of Trenton Passenger Ry. Co. Consolidated, and \$200,000 held for extensions of road.

Other Debts, Dec. 31, 1902, \$11,600.

Operation.—Year ending Dec. 31,

|                                 | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers.....   | \$282,356 | \$307,286 | \$335,134 | \$363,707 |
| " " other sources.....          | 6,390     | 7,365     | 2,083     | 2,752     |
| " total.....                    | 288,746   | 314,651   | 337,217   | 366,459   |
| Oper. expenses and repairs..... | 263,746   | 289,642   | 297,276   | 326,452   |

|                 |        |        |        |        |
|-----------------|--------|--------|--------|--------|
| Net income..... | 25,000 | 25,009 | 39,941 | 40,007 |
| Dividends.....  | 25,000 | 25,000 | 39,920 | 39,920 |

|              |  |   |    |    |
|--------------|--|---|----|----|
| Surplus..... |  | 9 | 21 | 87 |
|--------------|--|---|----|----|

**Plant and Equipment.**—Miles of track (electric), 40; gauge, 5 ft. 2 in.; 78 lb. to 90 lb. girder rail; 92 motor cars and 12 trail cars; Watts-Campbell engines, Short and Gen. Elec. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. Henry C. Moore, V. Pres. John A. Rigg, Sec. John L. Kuser, Treas. T. W. Grookett, Jr., Gen. Supt. P. E. Hurley.

DIRECTORS.—Henry C. Moore, John A. Rigg, A. R. Kuser, F. W. Roebbling, J. H. Blackwell, John L. Kuser, Thos. C. Barr.

General Office, Greenwood and S. Clinton Ave., Trenton, N. J.

References.—Park, Vol. XVII, Mar. 2, '01, p. 309; power station expenses, Vol. XVII, Apr. 6, '01, p. 413.

Date of information, Mar., 1903.

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**Mercer County Traction Co.**—This road is operated by the Trenton Street Ry. Co.

Capital Stock, authorized and issued, \$100,000.

Funded Debt, \$130,000.

Plant and Equipment.—Miles of track (electric), 7.3.

OFFICERS.—Pres. & Gen. Man. Henry C. Moore, V. Pres. F. W. Roebbling, Sec. & Treas. Thos. C. Barr.

General Office, Trenton, N. J.

Date of information, Mar., 1903.

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**Trenton, Lawrenceville & Princeton Railroad Co.**—This road is 11.03 miles in length, and operates from Trenton, N. J. to Princeton, N. J.

Capital Stock, authorized and issued, \$200,000.

Funded Debt, \$100,000.

Operation.—Year ending Dec. 31, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$23,023 |
| " " other sources.....        | 1,857    |
| " total.....                  | 24,880   |
| Operating expenses.....       | 38,890   |

Earnings from income.....\*14,010

\*Deficit.

OFFICER.—Treas. C. M. Bates.

General Office, 9 West State St., Trenton, N. J.

Date of information, Mar., 1903.

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**Yardley, Morrisville and Trenton Street Railway Co.**—Chartered June 7, 1889.

Capital Stock, issued, \$100,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, \$100,000; dated Oct. 1, 1900; due 1930.

Plant and Equipment.—Miles of track, 5.99; 5 cars.

OFFICERS.—Pres. C. M. Bates, Sec. & Treas. C. M. Walter, Allentown, Pa., Gen. Man. J. A. Barry, Trenton.

DIRECTORS.—C. M. Bates, Edw. M. Hunt, J. A. Barry, L. E. Johnson, C. M. Walter.

Date of information, Mar., 1903.

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**Trenton & New Brunswick Railroad Co.**—Chartered Dec. 10, 1901, for 999 years. Annual meeting third Wednesday in Dec. This road commenced operation Nov. 3, 1902.

Capital Stock, authorized and issued, \$1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds authorized, \$1,000,000, issued, \$750,000; in treasury, \$250,000; dated Dec. 16, 1901, due 1932; denom. \$500 and \$1,000; int. payable Jan. and July, at office of The Finance Co., of Pennsylvania, Philadelphia, Pa., trustee of mortgage.

Treasury bonds may be issued for extensions and improvements.

**Plant and Equipment.**—Miles of track (electric), 23.2; gauge, 4 ft. 8½ in., 60 lb. T rail.

OFFICERS.—Pres. W. A. Stern, V. Pres. & Treas. I. H. Silverman, Sec. A. W. From, Supt. E. T. Wagenhals, Trenton, N. J.

General Office, Land Title Building, Philadelphia, Pa.

Date of information, Mar., 1903.

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**Trenton, Pennington & Hopewell Street Railway Co.**—This road is under construction.

Capital Stock, authorized and issued, \$250,000.

OFFICER.—Pres. Henry C. Moore.

General Office, Trenton, N. J.

Date of information, Jan., 1903.

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## NEW MEXICO.

### LAS VEGAS.

Population in 1900, 3,552.

**Las Vegas & Hot Springs Electric Railway, Light & Power Co.**—This company serves a population of 12,181.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 7 cars.

OFFICERS.—Pres. A. H. Duncan, 1125 Washington Ave. St. Louis Mo.; V. Pres. F. A. Manzanares, East Las Vegas; Sec. & Treas. F. M. Call, 3337 Franklin Av., St. Louis, Mo.; Audr. J. E. Merryman, East Las Vegas; Gen. Mgr., Supt. & Pur. Agt., E. L. Eperson, East Las Vegas; Elec. Engr. C. Shurp, East Las Vegas; Ch. Engr. & Mast. Mech. L. Messengale, East Las Vegas.

GENERAL OFFICE, East Las Vegas, N. M.

POWER STATION and repair shop, East Las Vegas.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

## NEW YORK.

## ALBANY.

Population in 1880, 90,758, in 1890, 94,923, in 1900, 94,151.

**United Traction Co.**—This is a consolidation effected on Dec. 30, 1899, of the Albany Railway (chartered 1863) the Watervliet Turnpike & R. R. Co. (chartered 1862) and the Troy City Ry. Co., (chartered 1866) and operates under leases to the constituent companies the Troy & Lansingburg R. R. Co., the Troy & Cohoes R. R. Co., the Lansingburg & Cohoes R. R. Co., and the Waterford & Cohoes R. R. Co. Annual meeting third Monday in June.

This company has passenger and freight traffic agreements with the Albany & Hudson R. R. Co., Schenectady Ry. Co., and the Hudson Valley Ry. Co., giving them entrance into Albany over its tracks. A portion of the power used is furnished under contract by the Hudson River Power Transmission Co., of Mechanicsville. The Troy & New England R. R. Co. also has an agreement with the United Traction Co., by which the cars of the former company run into the city of Troy, and an agreement with the Cohoes City Ry. Co., by means of which passengers and freight are transported from Albany to Cohoes.

**Capital Stock**, authorized \$5,000,000, issued \$4,999,950.

**Funded Debt**, authorized \$5,350,800, issued \$4,241,300 as follows:

The Albany Railway's consolidated mortgage 5 p. c. bonds, authorized, \$500,000; issued, \$428,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. \$1,000; int. payable Jan. and July at office of Central Trust Company of New York, trustee of mortgage.

The Albany Railway's first mortgage 5 p. c. bonds, authorized \$40,000; outstanding, \$29,000; dated July 1, 1864, due 1905; denom. \$500 and \$1,000; int. payable Jan. and July at The National Commercial Bank of Albany.

The Albany Railway's fourth mortgage 6 p. c. bonds, authorized, \$11,000; outstanding, \$11,000; dated Mar. 1, 1880, due 1905; denom. \$500; int. payable Mar. and Sept. at The National Commercial Bank of Albany.

The Albany Railway's fifth mortgage 5 p. c. bonds, authorized, \$50,000; outstanding, \$32,000; dated Sept. 1, 1888, due 1913; denom. \$500 and \$1,000; int. payable Mar. and Sept. at The National Commercial Bank of Albany.

The Albany Railway's general mortgage 5 p. c. gold bonds, authorized, \$750,000; issued, \$496,000; dated June 1, 1897, due 1947; int. payable June and Dec.; trustee of mortgage, Central Trust Co.

Watervliet Turnpike & R. R. Co.'s first mortgage 6 p. c. bonds, issued, \$350,000; dated May 1, 1889, due 1919; denom. \$1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

Watervliet Turnpike & R. R. Co.'s second mortgage 6 p. c. bonds; authorized and issued, \$150,000; dated June 20, 1890, due May 1, 1919, denom. \$1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York.

Troy & Lansingburg R. R. Co.'s first mortgage 5 p. c. bonds, authorized \$50,000, issued \$34,000; dated Apr. 1, 1888, due Apr. 1, 1903; int. payable Apr. and Oct.

Troy City Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, \$2,000,000; issued, \$1,966,000; coupon, but may be registered; dated Oct. 1, 1892, due 1942; denom. \$1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Troy City Ry. Co.'s debenture bonds, authorized \$199,300, issued \$188,300; due May 1, 1904; int. payable May and Nov., at office of United Traction Co., Albany.

United Traction Co.'s 4½ p. c. debenture bonds, authorized, \$1,250,000, issued, \$557,000, coupon but may be registered; due May 1, 1919; denom. \$1,000; int. payable May and Nov. at The National Commercial Bank, Albany.

**Operation.**—The following is a combined report of the Albany Railway and the Troy City Railway for the years ending June 30,

|                            | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------|-------------|-------------|-------------|-------------|
| Receipts from operation... | \$1,210,452 | \$1,306,673 | \$1,331,879 | \$1,461,892 |
| " other sources            | 39,055      | 12,229      | 8,329       | 17,716      |
| " total .....              | 1,249,507   | 1,318,902   | 1,340,208   | 1,479,608   |
| Operating expenses.....    | 772,803     | 848,763     | 907,526     | 1,004,918   |
| Earnings from operation..  | 476,704     | 470,139     | 432,682     | 474,680     |
| Deductions from earnings.  |             |             |             |             |
| Interest on bonds.....     | 171,767     | 177,320     | 179,235     | 198,327     |
| Taxes.....                 | 44,807      | 37,730      | 61,016      | 67,469      |
| Rentals.....               | 27,711      | 21,913      | 6,300       | 6,300       |
| Net income.....            | 232,419     | 233,176     | 186,131     | 202,595     |
| Dividends.....             | 146,875     | 120,000     |             | 249,991     |
| To surplus account.....    | 85,544      | 113,176     | 229,487     | *47,396     |
| Total surplus account....  | 124,336     | 169,525     | 43,356      | *67,767     |

\*Deficit.

**Dividends.**—First quarterly dividend, 1¼ p. c., Feb. 1, 1900; and 1¼ p. c. quarterly since then.

## OPERATING EXPENSES.

|                                        |             |
|----------------------------------------|-------------|
| Year ending June 30, 1902.             |             |
| General expenses.....                  | \$ 212,155  |
| Transportation expenses.....           | 622,097     |
| Maintenance of way and structures..... | 76,540      |
| " equipment.....                       | 94,125      |
| Total.....                             | \$1,004,918 |

## STATISTICS OF TRAFFIC.

|                             |            |            |            |            |
|-----------------------------|------------|------------|------------|------------|
| Year ending June 30,        | 1899.      | 1900.      | 1901.      | 1902.      |
| Passengers carried.....     | 24,579,166 | 24,671,176 | 27,732,556 | 26,417,076 |
| Transfers .....             |            |            |            | 2,379,847  |
| Car miles run.....          | 6,214,400  | 6,648,436  | 7,046,577  | 7,707,050  |
| Total rec'ts per car mile.. | \$ .210    | \$ .198    | \$ .187    | \$ .191    |
| Operating expenses " .....  | .136       | .127       | .125       | .131       |

## Balance Sheet.—Dated June 30,

| ASSETS.                        | 1900.       | 1901.       | 1902.       |
|--------------------------------|-------------|-------------|-------------|
| Cost of road.....              | \$6,126,781 | \$8,996,501 | \$9,166,674 |
| " equipment.....               | 2,315,671   |             |             |
| Stock and bonds.....           | 143,489     | 143,489     | 180,489     |
| Cash .....                     | 42,220      | 129,189     | 100,842     |
| Bills receivable.....          | 39,000      |             | 8,000       |
| Open accounts.....             | 11,828      | 3,401       | 53,141      |
| Material and supplies.....     | 30,681      | 81,761      | 42,315      |
| Sundries.....                  |             |             | 38,123      |
| Total.....                     | \$8,709,670 | \$9,354,342 | \$9,589,585 |
| LIABILITIES.                   |             |             |             |
| Capital stock.....             | \$4,000,000 | \$4,999,750 | \$4,999,950 |
| Funded debt.....               | 3,474,000   | 3,808,300   | 4,241,300   |
| Increase of capital.....       | 297,350     |             |             |
| Interest due and accrued.....  | 38,276      | 32,728      | 32,820      |
| Loans.....                     | 674,300     | 300,000     | 125,000     |
| Accounts payable.....          | 45,306      | 72,480      | 100,263     |
| Sundries.....                  | 10,913      | 26,837      | 22,486      |
| Profit and loss (surplus)..... | 169,525     | 114,248     | 67,767      |
| Total.....                     | \$8,709,670 | \$9,354,342 | \$9,589,585 |

**Plant and Equipment.**—Miles of track (electric), owned 66.8, leased 9.1, trackage rights 2.50—total, 78.3; gauge, 4 ft. 8½ in.; 47 lb. to 104 lb. girder and T rail; 356 motor cars, 12 snow plows and 7 sweepers; 6 express cars and 15 service cars; Gen. Elec. dynamos, Gen. Elec., West. and Walker generators, West. motors, Gilbert, Brill and Jones cars, Taylor trucks.

**Officers.**—Pres. John W. McNamara, V. Pres. Francis N. Mann, Jr., Sec. Charles G. Cleminshaw, Treas. James McCredie, Supt. Edgar S. Fassett.

**Directors.**—Robt. C. Pruyn (Chairman), John W. McNamara, A. Bleeker Banks, Anthony N. Brady, James H. Manning, Wm. J. Walker, Albert Hessberg, Wm. McEwan of Albany; Wm. Kemp, Chas. Cleminshaw, Francis N. Mann, Jr., Wm. Shaw, Jas. O'Neill, Geo. P. Ide, of Troy; Thomas Breslin, Waterford, N. Y.

**General Office**, 598 Broadway cor. Columbia Street, Albany, N. Y.  
Date of information, Mar., 1903. z

**Albany & Schoharie Valley Railroad Co.**—This company is the successor to the Albany, Helderburg & Schoharie Electric Railway Co., which was chartered November 15, 1895, to build an electric railway from Albany to Schoharie, 44 miles. Annual meeting third Tuesday in Dec. Nearly all of the rights of way through the towns have been secured, and the terminal in Albany has been obtained from the City Council.

**Capital Stock**, \$1,250,000, paid in, \$49,975; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$1,200,000; dated Oct. 1, 1899; due 1929; denom. \$1,000; int. payable Apr. and Oct. at office of the City Trust Co., of New York City, trustee of mortgage.

**Officers.**—Pres. H. W. Burgett (Boston), V. Pres. B. M. Secor (Albany), Sec. Wm. H. Erwin (Albany), Treas. Chas. E. Bibber (49 Federal St., Boston).

**Directors.**—H. W. Burgett, B. M. Secor, Chas. E. Bibber, J. S. Frost, W. H. Erwin, R. J. McCauley, Thos. J. Wood, L. C. Warner.

**General Office**, 12 Tweddle Bldg., Albany, N. Y.

Date of information, Sept., 1902. b

## ALBION.

Population, in 1890, 4,586, in 1900, 4,477.

**Albion Electric Railway.**—Chartered Dec. 24, 1901. This company is building 3 miles of electric road in Albion. Annual meeting second Monday in Jan.

**CAPITAL STOCK**, authorized and issued \$3,000.

**FUNDED DEBT.**—None.

**OFFICERS.**—Pres. Lorenzo Burrows, V. Pres. Geo. B. Church, Sec. & Treas. Chas. B. Hill.

Please note date of information at end of each report.

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**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; dated 1900, due 1930; denom. \$1,000; int. payable Jan. and July, at office of North American Trust Co., trustee of mortgage.

| OPERATION.—                  | 6 mos. ending<br>June 30, 1901. | Year ending<br>June 30, 1902. |
|------------------------------|---------------------------------|-------------------------------|
| Total receipts.....          | \$ 7,604                        | \$18,415                      |
| Operating expenses.....      | 3,893                           | 11,986                        |
| Earnings from operation..... | 3,711                           | 6,429                         |
| Deductions from earnings.    |                                 |                               |
| Interest.....                | 3,125                           | 8,202                         |
| Taxes.....                   | 92                              | 1,971                         |
| Net income.....              | 494                             | *3,744                        |
| Total deficit.....           | 24,501                          | 28,250                        |
| *Deficit.                    |                                 |                               |

## STATISTICS OF TRAFFIC.

|                                      | 6 mos. ending<br>June 30, 1901. | Year ending<br>June 30, 1902. |
|--------------------------------------|---------------------------------|-------------------------------|
| Passengers carried.....              | 152,864                         | 355,334                       |
| Car miles run.....                   | 41,658                          | 92,928                        |
| Total receipts per car mile.....     | \$.183                          | \$.198                        |
| Operating expenses per car mile..... | .093                            | .129                          |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,734 |
| Transportation expenses.....           | 7,162    |
| Maintenance of way and structures..... | 1,223    |
| " " equipment.....                     | 867      |
| Total.....                             | \$11,986 |

## BALANCE SHEET.—Dated June 30, 1901.

| ASSETS.                        | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Cost of road and equip.....    | \$370,964 | \$399,860 |
| Stock of other companies.....  | 9,750     | 9,750     |
| Cash.....                      | 636       | 1,025     |
| Open accounts.....             | 5,084     | 289       |
| Profit and loss (deficit)..... | 24,507    | 28,250    |
| Total.....                     | \$410,922 | \$439,174 |

## LIABILITIES.

|                              |           |           |
|------------------------------|-----------|-----------|
| Capital stock.....           | 250,000   | 250,000   |
| Funded debt.....             | 125,000   | 150,000   |
| Interest on funded debt..... | 2,604     | 3,125     |
| Loans.....                   | 28,820    | 33,850    |
| Accounts payable.....        | 4,121     | 205       |
| Sundries.....                | 377       | 1,994     |
| Total.....                   | \$410,922 | \$439,174 |

**PLANT AND EQUIPMENT.**—See Auburn & Syracuse Electric R. R. Co.

Date of information, Mar., 1903.

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## BABYLON.

Population in 1880, 4,739, in 1890, 6,035.

**The Babylon Railroad Co.**—Chartered Apr. 15, 1871. Annual meeting third Tuesday in Apr. This road was operated during the summer months of 1898–99 by the Kinetic motor system.

**CAPITAL STOCK**, authorized and issued, \$25,000.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds authorized, \$600,000, issued, \$33,000; dated June 1, 1898, due June 1, 1928; denom. \$1,000; int. payable June and Dec. at office of Metropolitan Trust Co., N. Y., trustee of mortgage.

| OPERATION.—Year ending June 30,                        | 1897.  | 1898.  | 1899.  | †1900. | 1901.  | 1902.  |
|--------------------------------------------------------|--------|--------|--------|--------|--------|--------|
| Gross receipts.....                                    | \$ 300 | \$ 511 | \$ 578 | \$ 689 | \$ 378 | \$ 200 |
| Operating expenses.....                                | 403    | 1,357  | 2,207  | 1,450  | 376    | 199    |
| Net income.....                                        | *103   | *846   | *1,729 | 761    | 2      | 1      |
| General expenses.....                                  |        |        |        |        | 24     |        |
| Interest.....                                          |        | 1,262  | 1,350  | 1,650  | 1,787  | 1,650  |
| Taxes.....                                             |        |        | 54     | 59     | 21     | 69     |
| Deficit for year.....                                  |        |        | 3,133  | 2,470  | 1,833  | 1,718  |
| Total deficit.....                                     |        | 1,262  | 4,395  | 3,000  | 4,788  | 6,438  |
| *Deficit. †Operated from July 1 to Oct. 7, 1899, only. |        |        |        |        |        |        |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1898.     | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|-----------|----------|----------|----------|----------|
| Cost of road.....              | \$ 40,246 | \$43,556 | \$46,107 | \$57,697 | 57,766   |
| " equipment.....               | 10,824    | 11,101   | 11,544   |          |          |
| Bonds in treasury.....         | 123,000   |          |          |          |          |
| Cash.....                      | 51        | 11       | 405      | 6        |          |
| Open accounts.....             |           |          |          | 380      | 380      |
| Profit and loss (deficit)..... | 1,329     | 1,350    | 3,000    | 4,788    | 6,437    |
| Total.....                     | \$175,450 | \$56,018 | \$61,056 | \$62,870 | \$64,583 |

| LIABILITIES.                  | 1898.     | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|-----------|----------|----------|----------|----------|
| Capital stock.....            | \$ 25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Funded debt.....              | 150,000   | 27,000   | 33,000   | 33,000   | 33,000   |
| Accrued interest.....         |           | 450      | 3,000    | 138      | 138      |
| Bills and accts. payable..... |           | 4,018    | 56       | 4,733    | 6,300    |
| Loans.....                    |           |          |          |          | 146      |

Total.....\$175,450 \$56,018 \$61,056 \$62,870 \$64,583

**PLANT AND EQUIPMENT.**—Miles of track (Kinetic stored steam motors), 1.57; gauge, 4 ft. 9 in.; 60 lb. T rail; 2 Kinetic motors, 3 trail cars.

**OFFICERS.**—Pres. Arthur P. Dodge, V. Pres. Washington F. Norton, Sec. & Treas. F. J. Oppenauer, Supt. Wm. C. Dodge, Counsel, Waldo G. Morse.

**DIRECTORS.**—Washington F. Norton, Wm. G. Nicoll, Babylon, N. Y.; Arthur P. Dodge, Wm. C. Dodge, 261 W. 139th St., New York City; F. J. Oppenauer, Brooklyn; Waldo G. Morse, 10 Wall St., New York.

**GENERAL OFFICE.**—Babylon (in summer) and 261 W. 139th St. New York City.

Date of information, Sept., 1902.

## BALLSTON SPA.

Population in 1880, 3,011, in 1890, 3,527. In 1900, local estimates place population of Ballston Spa at 6,000.

**The Ballston Terminal Railroad Co.**—Chartered Mar. 14, 1896, to build an electric railway from Ballston Spa to Middle Grove, N. Y., for the purpose of carrying loaded freight cars between the main line of the Delaware & Hudson Canal Co.'s R. R. and the many manufacturing establishments located at Ballston Spa and along the line of the road. Annual meeting first Tuesday in Mar. This company began operation of 9.5 miles of its road, Sept., 1898. On Jan. 29, 1900, Fred'k H. Beach was appointed receiver. The company has secured franchises obtained by the Amsterdam–Hagemeer Traction Co., and will extend its lines from Ballston Spa to Amsterdam, Johnstown and Gloversville. On Jan. 25, 1902, the receiver was discharged by order of the court.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated June 1, 1896; due June 1, 1926; int. payable June and Dec. at office of Atlantic Trust Co., New York City, trustee of mortgage.

| OPERATION.—                              | Jan. 29<br>to June 30,<br>1900. | Year end'g<br>June 30,<br>1901. | July 1, 1901,<br>to Jan. 25,<br>†1902. |
|------------------------------------------|---------------------------------|---------------------------------|----------------------------------------|
| Receipt from passengers...               | \$ 1,052                        | \$ 3,664                        | \$14,530                               |
| " other sources.....                     | 10,954                          | 18,032                          | 80                                     |
| " total.....                             | 12,006                          | 21,696                          | 14,611                                 |
| Operating expenses.....                  | 13,655                          | 20,811                          | 10,800                                 |
| Earnings from operation...               | *1,649                          | 885                             | 3,811                                  |
| Deductions from earnings.                |                                 |                                 |                                        |
| Interest.....                            |                                 | 138                             | 237                                    |
| Taxes.....                               |                                 | 522                             | 728                                    |
| Net income.....                          |                                 | 225                             | 2,845                                  |
| Total deficit.....                       |                                 | 1,649                           |                                        |
| *Deficit.                                |                                 |                                 |                                        |
| †Report to time of Receiver's discharge. |                                 |                                 |                                        |

## OPERATING EXPENSES.

|                                       | Year ending<br>June 30,<br>1901. | July 1, 1902,<br>to Jan. 25,<br>1902. |
|---------------------------------------|----------------------------------|---------------------------------------|
| General expenses.....                 | \$ 5,546                         | \$1,994                               |
| Transportation expenses.....          | 10,982                           | 6,294                                 |
| Maintenance of way and buildings..... | 2,324                            | 1,547                                 |
| " of equipment.....                   | 1,959                            | 964                                   |
| Total.....                            | \$20,811                         | \$10,800                              |

## STATISTICS OF TRAFFIC.

|                              | Year endg.<br>June 30,<br>1901. | July 1 to<br>Jan. 25,<br>1902. |
|------------------------------|---------------------------------|--------------------------------|
| Passengers carried.....      | 68,908                          | 42,519                         |
| Tons of freight carried..... | 77,539                          | 43,384                         |
| Passenger car miles.....     |                                 | 28,971                         |
| Freight car miles.....       |                                 | 19,014                         |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                    | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....          | \$567,000 | \$632,981 | \$635,526 | \$642,349 |
| " equipment.....           | 15,000    |           |           |           |
| Cash.....                  | 270       | 204       | 6,078     | 3,037     |
| Collateral securities..... | 16,040    |           |           |           |
| Prepaid insurance.....     |           | 328       | 726       | 225       |
| Sundries.....              |           |           | 136       | 3,376     |
| Total.....                 | \$598,310 | \$633,513 | \$642,466 | \$648,987 |

Please note date of information at end of each report.

| LIABILITIES.                 |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....             | 250,000   | 250,000   | 250,000   | 250,000   |
| Accounts payable.....        | 48,310    | 83,513    | 16,314    | 85,887    |
| Loans and bills payable....  |           |           | 65,373    |           |
| Receiver's certificates..... |           |           | 10,779    | 10,255    |
| Profit and loss (surplus)... |           |           |           | 2,845     |
| Total.....                   | \$598,310 | \$633,513 | \$642,466 | \$648,987 |

PLANT AND EQUIPMENT.—Miles of track (electric) 15; gauge, 4 ft 8½ in.; 70 lb. rail; 6 motor cars 9 freight cars, 1 snow plow; Corliss engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. W. Barlow Dunlap, V. Pres. & Gen. Man. F. H. Beach, Sec. Geo. A. McOmber, Treas. H. M. Shaw.

DIRECTORS.—W. B. Dunlap, Amsterdam, N. Y.; J. W. Wisnall, W. S. Waterbury, F. H. Beach, J. W. Cleveland, C. E. McOmber, Ballston Spa.; C. E. Cady, Middle Grove; Thos. T. Barrett, H. M. Shaw, New York.

GENERAL OFFICE, Ballston Spa.

Date of information, Sept., 1902.

### BINGHAMTON.

Population in 1880, 17,317, in 1890, 35,005, in 1900, 39,647; total population served, including villages of Lestershire, Endicott, Union, Hooper and Port Dickinson, 60,000.

Binghamton Railway Co.—Chartered Sept. 30, 1901. This is a consolidation of the following companies originally operating in Binghamton:

|                                               |         |      |
|-----------------------------------------------|---------|------|
| Binghamton & Port Dickinson Ry. Co.....       | incorp. | 1868 |
| Washington Street & State Asylum R. R. Co.... | "       | 1871 |
| Park Avenue R. R. Co.....                     | "       | 1882 |
| Washington Street, Asylum & Park R. R. Co.... | "       | 1887 |
| Binghamton Central R. R. Co.....              | "       | 1883 |
| City Ry. Co.....                              | "       | 1883 |
| Court Street & East End R. R. Co.....         | "       | 1886 |
| West Side Street Ry. Co.....                  | "       | 1887 |
| Binghamton Street R. R. Co.....               | "       | 1890 |
| Binghamton R. R. Co.....                      | "       | 1894 |
| Binghamton, Lestershire & Union R. R. Co....  | "       | 1894 |

Capital Stock, authorized, \$1,150,000, issued, \$791,860; par value, \$100 per share.

Funded Debt, direct, \$1,373,000 as follows:

First consolidated mortgage 5 p.c. gold bonds, authorized, \$2,500,000, issued, \$1,373,000, in escrow (see Note), \$1,127,000; coupon, but may be registered; dated Dec. 10, 1901, due 1931; denom. \$1,000; int. payable May and Nov., at office of the Fidelity Trust Co., of New York, or Seaboard National Bank, New York, trustee of mortgage.

Note.—The mortgage or trust deed, dated Dec. 10, 1901, provided for an ultimate total issue of bonds of \$2,500,000, of which \$1,150,000 were placed in escrow with the trustee, to redeem underlying bonds of the Binghamton R. R. Co., and the Binghamton, Lestershire & Union R. R. Co., the issue of bonds being a first mortgage on all of the property of the consolidated lines. \$101,000 of the underlying bonds have already been retired in accordance with the above provision.

Of the remaining bonds, \$1,200,000 were also placed in escrow with the trustee to provide for future extensions, betterments and improvements. The mortgage provides that the \$1,200,000 of bonds shall be certified by the trustee only upon presentation to said trustee of verified certificates of disbursements or vouchers of expenditures executed by the officers of the Railway Company, and it is further expressly provided that bonds in excess of \$1,500,000 shall not be certified by the trustee except upon the written request of stockholders owning at least 51 per cent of the capital stock of the company, specifying the amount of bonds so to be issued and the purpose or purposes for which the proceeds of said bonds are to be used and that the issuance of bonds in excess of that amount shall be consented to by the Board of Railroad Commissioners of the State of New York.

Franchises.—In addition to the old and valuable charters originally granted to its constituent companies, the Binghamton R. R. Co. secured, in 1892, franchises practically exclusive and perpetual, that permit street railway operation in the City and in the villages of Port Dickinson and Lestershire. Existing perpetual contracts between the Binghamton Railway Co. and the city of Binghamton, the villages of Lestershire and Union, and the town of Dickinson, provide that the Binghamton Railway Co. is to pay one-fifth of the expense of all new paving between the rails of its tracks and are exempted from any portion of expense of maintenance and repairs of paving between the rails of its tracks or outside thereof.

Operation.—Year ending Mar. 31,

|                          | 1899.     | 1900.     | 1901.     | 1902.     | 1903.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Gross receipts.....      | \$160,348 | \$173,494 | \$184,256 | \$206,447 | \$217,661 |
| Operating expense.....   | 90,051    | 100,240   | 101,896   | 113,308   | 124,938   |
| Earnings from operation. | 70,297    | 73,254    | 82,360    | 93,139    | 92,723    |

|                                                 | 1899.  | 1900.   | 1901.   | 1902.   | 1903.   |
|-------------------------------------------------|--------|---------|---------|---------|---------|
| Deductions from earnings.                       |        |         |         |         |         |
| Taxes.....                                      | 5,400  | 5,550   | 6,000   | 6,000   | 6,150   |
| Interest.....                                   | 42,242 | 43,473  | 45,816  | 54,542  | 58,916  |
| Rentals.....                                    | 6,311  | 6,250   |         | 3,750   |         |
| Net income.....                                 | 16,344 | 17,981  | 23,981  | 28,847  | 27,657  |
| Total surplus account....                       | 96,348 | 113,643 | 129,192 | 144,025 | 153,836 |
| Per cent. operating exp. to total receipts..... | 56     | 57      | 55      | 55      | 57      |

Balance Sheet.—Dated Mar. 31,

| ASSETS.                          | 1899.       | 1900.       | 1901.       | 1902.       | 1903.       |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| Cost of road and equipment....   | \$1,627,964 | \$1,695,613 | \$1,754,767 | \$2,016,444 | \$2,331,745 |
| Cash on hand..                   | 10,913      | 9,542       | 9,002       | 44,905      | 18,707      |
| Current assets..                 | 17,399      | 1,365       | 1,869       | 3,127       | 4,515       |
| Bills and accts. receivable..... | 24,418      | 23,612      | 33,850      | 72,418      | 46,726      |
| Supplies.....                    | 2,747       | 2,061       | 3,983       | 8,132       | 7,499       |
| Total.....                       | \$1,683,441 | \$1,732,193 | \$1,803,471 | \$2,145,026 | \$2,411,192 |

### LIABILITIES.

|                                |             |             |             |             |             |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|
| Capital stock...\$             | 519,970     | \$ 545,775  | \$ 552,000  | \$ 700,860  | \$ 792,360  |
| Funded debt....                | 957,000     | 974,000     | 997,000     | 1,210,000   | 1,373,000   |
| Bills payable....              | 81,655      | 72,321      | 100,440     | 35,000      | 30,055      |
| Accrued interest               | 7,900       | 8,113       | 8,400       | 13,529      | 18,029      |
| Accts. payable..               | 20,568      | 18,341      | 16,439      | 41,612      | 41,912      |
| Profit and loss (surplus)..... | 96,348      | 113,643     | 129,192     | 144,025     | 155,836     |
| Total.....                     | \$1,683,441 | \$1,732,193 | \$1,803,471 | \$2,145,026 | \$2,411,192 |

Note.—Above statement for years ending Mar. 31, 1899, 1900, and 1901 includes the statistics and results of operation of the roads merged into the Binghamton Ry. Co., and for the years ending Mar. 31, 1901, and 1902, of the consolidated company.

Dividends in 1901, 1902 and 1903, 2 p. c.

Plant and Equipment.—Miles of track (electric), 37.25; gauge, 4 ft. 8½ in.; 40 lb. to 94 lb. T and girder rail; 72 motor and 40 trail cars; Ball & Wood, and McIntosh & Seymour, C. C. engines, also 750 H. P. vertical Ball & Wood engine, direct connected with 500 k. w. Gen. Elec. generator, rotary converters and accessories, also substation located at Endicott, N. Y. fully equipped with rotary transformers, etc., Gen. Elec. dynamos and motors, Stephenson, Brill and Laclede cars.

Officers.—Pres. G. T. Rogers, V. Pres. George E. Green, Sec. Jos. M. Johnson, Treas. H. C. Hardie, Gen. Man. Supt. & Pur. Agt. J. P. E. Clark, Ch. Engr. of Power Station John H. Cole, Mast. Mech. F. W. Summers.

Directors.—G. T. Rogers, C. J. Knapp, John B. Rogers, Jos. M. Johnson, Geo. E. Green, F. E. Ross, T. J. Keenan, T. S. Rogers, Stoddard Hammond, J. P. E. Clark, all of Binghamton, N. Y., and J. W. Cunningham, of New York City.

General Office, Power Station, Binghamton, N. Y.

References.—Description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Apr., 1903.

For map of road see page 146.

### BROOKLYN.

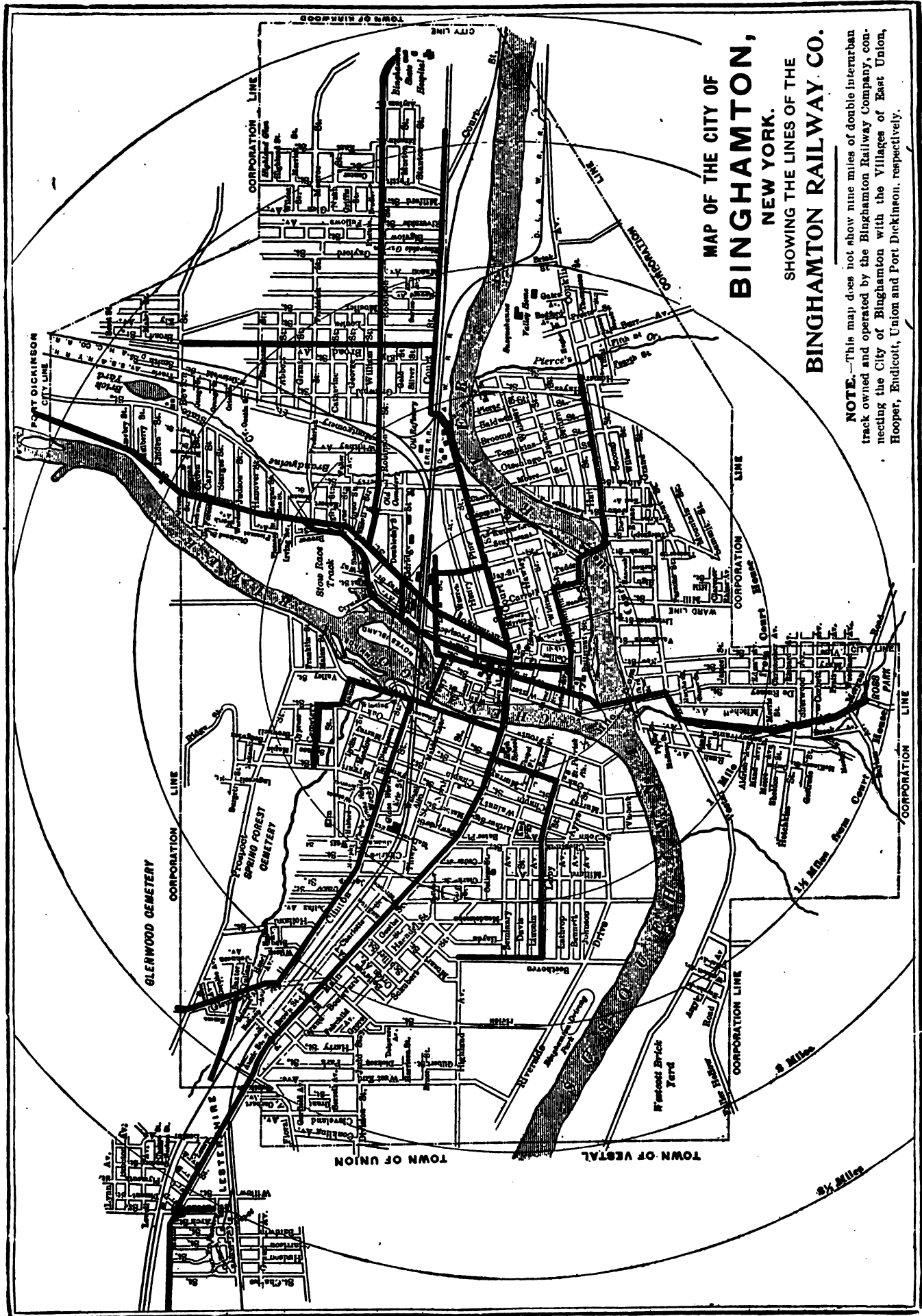
Population in 1880, 599,495, in 1890, 838,547, in 1900, 1,166,582.

Brooklyn Rapid Transit Co.—Chartered Jan. 17, 1896, under the laws of New York, as the successor to the Long Island Traction Co., whose assets were purchased under foreclosure of the collateral trust deed and transferred to the Brooklyn Rapid Transit Co. Annual meeting, last Friday in Jan. This company was organized for the purpose of controlling various street railway properties in Brooklyn through ownership of stock, and is not an operating company. The earnings are derived from interest on invested funds, and from the surplus earnings over and above interest and guaranteed dividend charges of the operating companies which it controls. For description of leases and of the guarantee fund see Brooklyn Heights R. R. Co.

The Brooklyn Rapid Transit Co., and its constituent companies, own the following securities:

|                                                                                                                                                                   |            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1,462.28 shares capital stock Brooklyn Rapid Transit Co., par value.....                                                                                          | \$146,228  |
| Entire capital stock Brooklyn Heights R. R. Co., which includes equity in 999 year lease of Brooklyn City R. R. Co. to Brooklyn Heights R. R. Co., par value..... | 200,000    |
| Entire capital stock, Brooklyn, Queens County & Suburban R. R. Co., par value.....                                                                                | 2,000,000  |
| Entire capital stock, Sea Beach Ry. Co., par value.....                                                                                                           | 650,000    |
| 110,939.36 shares common stock of the Brooklyn Union Elevated R. R. Co., par value.....                                                                           | 11,093,936 |
| 46,411.59 shares 5 p. c. non-cumulative preferred stock of the Brooklyn Union Elevated R. R. Co., par value.....                                                  | 4,641,159  |

Please note date of information at end of each report.



|                                                                                                                                    |                   |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Entire common stock of the Nassau Electric R. R. Co., par value.....                                                               | 8,500,000         |
| 60,520 shares out of total 65,000 shares of the 4 p.c. cumulative preferred stock of the Nassau Electric R. R. Co., par value..... | 6,052,000         |
| Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding par value.....                                                | 35,400            |
| First mortgage 5 p. c. bonds, Brooklyn Rapid Transit Co., par value.....                                                           | 30,000            |
| First mortgage 5 p. c. bonds, Brooklyn, Queens County & Suburban R. R. Co., par value.....                                         | *2,000,000        |
| First consolidated mortgage, Brooklyn, Queens County & Suburban R. R. Co., par value.....                                          | 50,000            |
| First mortgage 5 p. c. bonds, Brooklyn City R. R. Co., par value.....                                                              | *1,627,000        |
| First consolidated mortgage 4 p. c. bonds, Nassau Electric R. R. Co., par value.....                                               | 29,000            |
| <b>Total.....</b>                                                                                                                  | <b>37,054,723</b> |

Also owns all right, title and interest of the Brooklyn Heights R. R. Co. in the construction account against the Brooklyn City R.R. Co., Nassau R.R., the Prospect Park & Coney Island R. R. Co. and Brooklyn Union Elevated for extensions and improvements on leased lines, amounting June 30, 1902.....

Grand total..... \$45,216,006

\*Composing guarantee fund for performance of Brooklyn City R. R. Co.'s lease.

On Mar. 20, 1902, the stockholders authorized a mortgage upon the property of the company securing bonds bearing interest not higher than 4 p. c. and of a total amount not exceeding \$150,000,000. None of these bonds was issued during the year ending June 30, 1902. Of the amount authorized, the mortgage provides that a sufficient amount shall be reserved to refund the bonds of the Brooklyn Rapid Transit Co. and of the subsidiary railroad companies as they become due, or sooner if the exchange can be made with advantage to the company. The remainder of the bonds can be issued only for the purpose of acquiring additional securities and properties, or to provide money with which the subsidiary companies may make improvements, extensions or betterments. The issue of bonds under this mortgage will, therefore, not increase the fixed charge of the company except as the proceeds are used in improving the properties of the subsidiary companies. Such improvements will be made only as they are called for by the increase in business or are warranted by considerations of economical operation. It is confidently expected that the increase in fixed charges caused by the issue of bonds for such purposes will be more than offset by the resulting economies in operation, and by the increase in earnings rendered possible by additions and improvements to equipment and plant. The amount of bonds authorized is sufficiently large to meet all future requirements. Under the terms of the mortgage, these bonds may be issued convertible at the option of the holder into stock of the company, par for par, at any time after July 1, 1904, and before July 1, 1914.

**Capital Stock**, authorized and issued, \$45,000,000, outstanding, \$44,853,772; par value, \$100 per share.

**Funded Debt**.—First mortgage 5 p. c. gold bonds; authorized, \$7,000,000, issued, \$6,970,000, in treasury, \$30,000; dated Oct. 1, 1895, due 1945; denom. \$1,000; int. payable Apr. and Oct. at office of the Central Trust Co., 54 Wall St., New York.

The following is a statement of the present total funded indebtedness of the Brooklyn Rapid Transit Co., including its constituent companies, with the amounts of annual interest. For detailed descriptions of mortgages and leases see the companies named:

|                                      | Amount<br>Outstanding. | Rate.<br>per cent. | Annual<br>Charge. |
|--------------------------------------|------------------------|--------------------|-------------------|
| Brooklyn Rapid Transit Co.           |                        |                    |                   |
| Gold mortgage bonds.....             | \$7,000,000            | 5                  | \$350,000         |
| Brooklyn Heights R. R. Co.           |                        |                    |                   |
| First mortgage bonds.....            | 250,000                | 5                  | 12,500            |
| B'klyn, Queens Co. & Sub. R.R. Co.   |                        |                    |                   |
| *First mortgage bonds.....           | 3,500,000              | 5                  | 175,000           |
| *First consol. mortgage bonds.....   | 2,384,000              | 5                  | 144,200           |
| Jamaica & Brooklyn Road Co.          |                        |                    |                   |
| First mortgage.....                  | 240,000                | 5                  | 12,000            |
| Sea Beach Railway Co.,               |                        |                    |                   |
| First mortgage bonds.....            | 650,000                | 4                  | 26,000            |
| Brooklyn Union Elevated R. R. Co.    |                        |                    |                   |
| First mortgage bonds.....            | 16,000,000             | 4½                 | 640,000           |
| Kings Co. Elev. R. R. Co. mtg. bonds | 7,000,000              | 4                  | 280,000           |
| Nassau Electric R. R. Co.            |                        |                    |                   |
| First consolidated mortgage bonds.   | 10,476,000             | 4                  | 419,040           |
| First mortgage bonds.....            | 660,000                | 5                  | 33,000            |
| Atlantic Ave. first cons. mtg. bonds | 730,000                | 5                  | 36,500            |
| " " gen'l " " "                      | 2,241,000              | 5                  | 112,050           |
| " " improv't " " "                   | 220,000                | 5                  | 11,000            |
| †B. B. & W. E. first mtg. series A.  | 250,000                | 5                  | 12,500            |
| † " " " " " B.                       | 250,000                | 5                  | 12,500            |
| † " " second mortgage....            | 52,000                 | 5                  | 2,600             |
| " " general mortgage.....            | 121,000                | 5                  | 6,050             |

|                                   | Amount<br>Outstanding. | Rate<br>per cent. | Annual<br>Charge   |
|-----------------------------------|------------------------|-------------------|--------------------|
| Brooklyn City R. R. Co.           |                        |                   |                    |
| *First consol. mortgage.....      | 6,000,000              | 5                 | 300,000            |
| Brooklyn Crosstown R. R. bonds..  | 200,000                | 5                 | 10,000             |
| Cal. Cem. & Greenpoint R. R. bds. | 200,000                | 6                 | 12,000             |
| New Wmsburg & Flatb'h R. R. bds.  | 200,000                | 4½                | 9,000              |
| Greenpoint & Lorimer R. R. bonds. | 125,000                | 6                 | 7,500              |
| Grand St. & Newtown R. R. bonds.  | 200,000                | 5                 | 10,000             |
| <b>Total.....</b>                 | <b>\$59,449,000</b>    |                   | <b>\$2,623,440</b> |
| Real estate mortgages.....        | 142,100                |                   | 7,160              |

\*(Subject to call in 1916.)

†(Subject to call.)

§(5 p. c. after Feb. 1, 1905.)

**ANNUAL RENTALS** (exclusive of bond interest.—Payable by Brooklyn Heights R. R. Co., as lessee), July 1, 1902:

|                                                                                                                                            |                    |  |
|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--|
| *To Brooklyn City R. R.                                                                                                                    |                    |  |
| 10 p. c. on capital stock.....                                                                                                             | \$1,200,000        |  |
| *To Nassau Electric R. R.                                                                                                                  |                    |  |
| 4 p. c. on pref. cumulative stock.....                                                                                                     | 260,000            |  |
| *To Brooklyn Union Elevated R. R.                                                                                                          |                    |  |
| By terms of lease of July 1, 1901.....                                                                                                     | 150,000            |  |
| To Prospect Park & Coney Island R. R.                                                                                                      |                    |  |
| New York & Coney Island R. R., Prospect Park & South Brooklyn R. R., whose properties are leased for 999 years at an annual rental of..... | 40,000             |  |
| <b>Total rental charges.....</b>                                                                                                           | <b>\$1,650,000</b> |  |

**Fixed Charges**.—The gross fixed charges, including all bond interest and rentals, of Brooklyn Rapid Transit and all proprietary companies, during the year ending June 30, 1902, were \$4,307,225, comprising the following items:

|                                                                                                                 |                    |
|-----------------------------------------------------------------------------------------------------------------|--------------------|
| Bonded debt and real estate mortgages of Brooklyn Rapid Transit and proprietary companies.....                  | \$2,292,100        |
| Bond interest and organization expenses, paid as rental..                                                       | 365,125            |
| Rentals (as above).....                                                                                         | 1,650,000          |
| <b>Total.....</b>                                                                                               | <b>\$4,307,225</b> |
| Brooklyn Rapid Transit Co. received as int. and dividends on bonds and stocks, included in the above schedule.. | 574,592            |
| <b>Net fixed charges.....</b>                                                                                   | <b>\$3,732,633</b> |

Advances have also been made for account of the various railroad companies comprising this system, to pay for improvements, extensions and equipment, to the amount shown in opposite column. At the termination of the various leases and agreements, or sooner by concurrence of lessor and lessee, these sums will be repaid.

**Income Account**.—For year ending June 30,

|                                         | RECEIPTS.      | 1899.          | 1900.            | 1901. |
|-----------------------------------------|----------------|----------------|------------------|-------|
| Interest on stocks and bonds owned....  | \$188,395      | \$239,549      | \$374,064        |       |
| Brooklyn Heights R. R. Co.'s surplus... | 471,555        | 275,725        | 297,220          |       |
| Other income.....                       | 182,425        | 176,903        | 288,358          |       |
| <b>Total.....</b>                       | <b>842,375</b> | <b>692,177</b> | <b>1,081,789</b> |       |

|                                         | EXPENSES.      | 1900.          | 1901.          | 1902. |
|-----------------------------------------|----------------|----------------|----------------|-------|
| Interest on bonds and loans.....        | 338,261        | 355,663        | 411,352        |       |
| Taxes on capital stock.....             | 41,565         | 40,000         | 60,000         |       |
| Miscellaneous expenses.....             |                | 50,371         | 58,355         |       |
| <b>Total.....</b>                       | <b>379,826</b> | <b>446,034</b> | <b>529,708</b> |       |
| Surplus.....                            |                | 246,143        | 552,082        |       |
| Net surplus of constituent companies... |                | 322,741        |                |       |
| <b>Total surplus.....</b>               | <b>54,542</b>  | <b>623,426</b> | <b>972,551</b> |       |

**Operation**.—The following is the combined statement of operation for all the companies comprising the Brooklyn Rapid Transit system.

|                                    | Year ending June 30, | 1900.            | 1901.            | 1902. |
|------------------------------------|----------------------|------------------|------------------|-------|
| Receipts from operation.....       | \$11,376,804         | \$11,899,837     | \$12,510,622     |       |
| " " other sources.....             | 391,746              | 235,722          | 277,546          |       |
| " total.....                       | 11,768,550           | 12,135,559       | 12,788,168       |       |
| Operating expenses.....            | 7,106,373            | 7,216,008        | 8,209,397        |       |
| <b>Earnings.....</b>               | <b>4,662,177</b>     | <b>4,919,551</b> | <b>4,578,771</b> |       |
| Deductions from earnings.          |                      |                  |                  |       |
| Taxes.....                         | 736,721              | 754,626          | 742,817          |       |
| Interest, rentals, etc.....        | 3,398,684            | 3,587,122        | 3,732,633        |       |
| To surplus on acct. of operation.. | 526,772              | 577,803          | 103,321          |       |
| <b>Total surplus.....</b>          | <b>623,426</b>       | <b>1,201,229</b> | <b>1,304,550</b> |       |
| * Deficit.                         |                      |                  |                  |       |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending June 30,                  | 1900.       | 1901.       | 1902.      |
|---------------------------------------|-------------|-------------|------------|
| Pass. carried (includ. trans.)        | 272,560,074 | 297,087,698 |            |
| Car miles run                         | 53,053,330  | 50,155,925  | 52,684,980 |
| Per cent oper. ex. to total receipts. | 66.85       | 59.4        | 64.2       |
| Receipts per car mile                 | \$2.184     | \$2.241     | \$2.243    |
| Operating expense per car mile        | .1459       | .157        | .156       |

## Balance Sheet.—Dated June 30, 1900. 1901. 1902.

| ASSETS.                                    |               |               |               |
|--------------------------------------------|---------------|---------------|---------------|
| Cost of road and equipment                 | \$ 85,984,973 | \$ 86,565,406 | \$ 88,299,310 |
| Additions and betterments, not distributed | 85,774        | 22,841        | 374,883       |
| Equity in construction accts..             |               |               |               |
| Brooklyn City R. R. Co.                    | 5,018,105     | 5,181,635     | 5,417,706     |
| Nassau Electric R. R. Co.                  |               | 1,118,216     | 1,783,715     |
| Prospect Park & Coney Island R. R.         | 108,427       | 149,904       | 203,992       |
| B'lyn Union Elev. R. R. Co.                |               |               | 380,987       |
| Guarantee Fund                             | 4,005,755     | 4,005,755     | 4,005,755     |
| Treasury bonds                             | 5,513,000     | 109,000       | 255,228       |
| Brooklyn R. T. Co.'s stock                 | 146,228       | 146,228       |               |
| Accounts receivable                        | 311,904       | 197,137       | 529,052       |
| Prepaid insurance                          | 34,261        | 92,214        | 79,084        |
| Supplies not distributed                   | 516,606       | 440,883       | 536,733       |
| Sundry charges, prepaid                    |               | 55,325        |               |
| Due from co's. & individuals               |               |               | 336,606       |
| Cash on hand                               | 1,470,287     | 4,719,956     | 1,589,756     |
| Accounts to be adjusted                    |               |               | 4,374         |
| Total                                      | \$103,195,320 | \$102,804,560 | \$103,797,181 |

## LIABILITIES.

|                                                    |               |               |               |
|----------------------------------------------------|---------------|---------------|---------------|
| Capital stock B. R. T. Co.                         | \$ 45,000,000 | \$ 45,000,000 | \$ 45,000,000 |
| Capital stock outstanding underlying companies     |               |               | 2,717,305     |
| Capital stock constituent companies not owned by.. |               |               |               |
| Bk'lyn Rapid Transit Co.                           |               |               |               |
| Nassau R.R. preferred, outstanding                 | 448,000       | 448,000       |               |
| Brooklyn Union preferred, outstanding              | 285,646       | 284,947       |               |
| " common, outstanding                              | 807,028       | 699,528       |               |
| Directors shares, cons. cos.                       |               | 5,700         |               |
| Funded debt B. R. T. Co.                           | 7,000,000     | 7,000,000     | 7,000,000     |
| Sea Beach R. R. Co.                                | 650,000       | 650,000       | 650,000       |
| Brooklyn, Queens Co. & Suburban R. R.              | 6,574,000     | 6,624,000     | 6,624,000     |
| Brooklyn Heights R. R.                             | 250,000       | 250,000       | 250,000       |
| Brooklyn Union Elev. R. R.                         | 23,000,000    | 23,000,000    | 23,000,000    |
| Nassau Electric R. R.                              | 15,000,040    | 15,000,040    | 15,000,000    |
| Mortgages                                          | 226,725       | 197,725       | 142,100       |
| Loans                                              | 1,000,000     |               |               |
| Interest accrued                                   | 116,579       | 90,611        | 741           |
| Taxes                                              | 596,052       | 833,243       | 1,070,480     |
| Rentals                                            | 686,140       | 777,782       | 866,416       |
| Audited vouchers                                   | 641,397       | 656,007       | 376,684       |
| Accounts payable                                   | 110,106       | 32,797        | 28,057        |
| Contingent accounts                                | 180,181       | 254,076       |               |
| Sundry charges accrued                             |               |               | 39,955        |
| Insurance fund                                     |               | 27,581        | 40,000        |
| Profit and loss (surplus)                          | 623,426       | 972,551       | 991,444       |
| Total                                              | \$103,195,320 | \$102,804,560 | \$103,797,181 |

**Plant and Equipment.**—(All owned or leased and operated by Brooklyn Heights R. R. Co.) Miles of track (elevated and surface), 522.8; gauge, 4 ft. 8½ in.; cars on surface lines, motor and cable 1,154 closed, and 1,333 open motor cars, 43 motor snow plows, 93 trail, freight and service cars, 10 express cars, 35 sweepers, total, 2,668; cars on elevated lines, closed motor, 98, trail, 486, trail, open, 69, service cars, 26, total, 679; locomotives, 128; grand total, 3,475; 6 power stations, with 96 boilers of 22,300 H. P.; 32 engines, with 33,250 H. P., and 33 generators 22,760 K. W. capacity, 3 storage batteries with 2,200 K. W. hours capacity.

**Officers.**—Pres. E. W. Winter, V. Pres. H. C. Du Val, 2d V. Pres. Timothy S. Williams, Sec. & Treas. C. D. Meneely.

**Directors.**—A. N. Brady, Chairman, E. W. Winter, N. B. Ream, Timothy S. Williams, A. R. Flower, E. H. Harriman, W. G. Oakman, Horace C. DuVal, John G. Jenkins, Henry Seibert, D. H. Valentine, R. Somers Hayes, H. H. Porter.

**General Office,** 168 Montague St.

**References.**—Traffic difficulties, Vol. XVI, Jan. 6, '00, p. 31 (ill. and map); electrolytic conditions, Vol. XVI, May 26, '00, p. 514, June, '00, p. 469; third rail system at Manhattan Beach, Apr. 7, '00, p. 379; snow and ice test, int., p. 331, (ill.); traffic changes, June 2, '00, p. 569; ten cent fares, June 16, '00, p. 581; ten cent fares discussion, June 23, '00, p. 591; electricity on elevated railroads, June 23, '00, p. 590; court decision, July 28, '00, p. 681; collecting fares, Aug. 11, '00, p. 766; description of repair shops, Dec. 1, '00, p. 1143 (ill.); movable

storage battery substation, Vol. XVII, June 1, '01, p. 665 (ill.); combination cars, Vol. XVII, Feb. 2, '01, p. 200, (ill.); annual meeting, Vol. XVII, Feb. 2, '01, p. 202; storage batteries, Vol. XVIII, Sept. 21, '01, p. 340 (ill.); new car house, Vol. XVIII, Aug. 3, '01, p. 120 (ill.); emergency repair wagon service, Vol. XVIII, Sept. 7, '01, p. 265 (ill.); automatic train recorder, Vol. XVIII, Nov. 2, '01, p. 674 (ill.); new bonds issued, Vol. XIX, Feb. 22, '02, p. 224; benefit association, Vol. XIX, Apr. 12, '02, p. 445, (ill.); organization chart, Vol. XX, July 19, '02, p. 1014, description of new repair shops, Vol. XX, Dec. 13, '02, p. 954, (ill.); electro-pneumatic system of train control, Vol. XXI, Jan. 3, '03, p. 48, (ill.); description of power plant, Vol. XXI, Feb. 14, '03, p. 257, (ill.)

Date of information, Apr., 1903.

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**Brooklyn Heights Railroad Co.**—Chartered Apr. 1, 1887. Annual meeting Thursday after second Wednesday in Jan.

**Capital Stock,** authorized and issued, \$200,000; par value, \$100 per share. The entire capital stock of this company is owned by the Brooklyn Rapid Transit Co.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$250,000; coupon, but may be registered; dated Apr. 1, 1891, due 1941 (see Note); denom. \$1,000; int. payable Apr. and Oct., at office of People's Trust Co., of Brooklyn, trustee of mortgage.

**Leased Roads.**—The company operates the property of the Brooklyn City R. R. Co. under a 999 year lease, and in consideration thereof, guarantees the payment of the lessor's fixed charges and a dividend of 10 p. c. on its capital stock (\$12,000,000).

By the terms of the lease the lessor agreed to expend in the conversion of its various systems from horses to electricity all of the moneys it received from the sale of \$3,000,000 of capital stock and \$3,000,000 of bonds (authorized, but unissued at the time of the lease) reserving to itself whatever surplus moneys resulting from previous operation, after certain deductions, remained on hand at the time the control of the property was assumed by the lessee and whatever premiums were realized from the sale of its stock and bonds. All accrued obligations at the time of taking possession were to be paid by the lessor. The cost of such construction as remained uncompleted and such extensions as are from time to time necessary or desirable is to be met by the lessee and is to become a contingent charge against the lessor, to be adjusted at the termination of the lease, or at such time and in such manner as may be agreed upon by the lessee and lessor corporations.

The company also leases the properties of the Sea Beach Ry. Co., the annual rental being a sum equivalent to the fixed charges, taxes and organization expenses of the lessor. On Apr. 1, 1899, it leased for one year the properties of the Nassau Electric R. R. Co. for \$150,000, plus all fixed charges, taxes and organization expenses. On Feb., 1900, this lease was extended for 999 years from Apr. 1, 1900, by the terms of which the lessee is to pay all fixed charges, taxes and organization expenses of the lessor company, and in addition all net earnings of the property, guaranteeing said earnings to be not less than 4 p. c. of the lessor company's outstanding preferred stock (\$6,500,000), and on Apr. 1, 1899, it leased the property of the Brooklyn Union Elevated R. R. Co. for one year, the rental being \$100,000 per year, plus all fixed charges and organization expenses. On July 1, 1901, this lease was extended for 999 years at a rental of \$150,000 per annum for the first three years, \$200,000 for the next two years, and \$250,000 per annum thereafter. The Brooklyn Heights Co. also guarantees interest and principal of all bonds of the Brooklyn Union and Kings County Elevated Railroads.

On June 17, 1899, the company leased for 999 years the properties of the Prospect Park & Coney Island R. R. Co. and its allied lines at an annual rental of \$40,000. This annual rental will be increased to \$45,000 in 1910.

On July 1, 1899, the company also leased for one year the properties of the Sea View R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses. On May 9, 1900, the Sea View R. R. was merged with the Kings Co. Elevated R. R. and its stock and bonds cancelled.

On Oct. 1, 1899, the company also leased the properties of the Kings Co. Elevated R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses. On May 24, 1900, the Kings County Elevated R. R. was merged with the Brooklyn Union Elevated R. R.

In 1898, the Brooklyn Heights R. R. Co. leased the Brooklyn, Queens County & Suburban R. R., the rental being the fixed charges, taxes and expenses, and on July 1, 1901, the Brooklyn, Queens County & Suburban R. R. Co. began operating separately again.

**Guarantee Fund.**—To guarantee the faithful performance of the conditions of the lease of the Brooklyn City R. R. Co., the Brooklyn Rapid Transit Co. deposited in various trust companies and banks a guarantee fund of \$4,000,000, the income of which is to be paid to the lessee.

The value of the securities in the guarantee fund was, on June 30, 1902, \$4,005,755.

**Operation.**—The following is the operating report of the Brooklyn Heights R. R. Co., the Brooklyn, Queens Co. & Suburban R. R. Co., and the Sea Beach Ry. Co. for 1899, 1900 and 1901. The report for 1902 does not include the Brooklyn, Queens County & Suburban

Please note date of information at end of each report.

R. R., which see. For the combined report of the Brooklyn Rapid Transit system see Brooklyn Rapid Transit Co.

| Year ending Dec. 31,             | 1899.       | 1900.        | June 30, 1901. | 1902.        |
|----------------------------------|-------------|--------------|----------------|--------------|
| Rechts. from operation.          | \$7,237,755 | \$11,376,804 | \$11,747,574   | \$11,525,202 |
| " other sources.                 | 174,692     | 211,706      | 311,388        | 331,525      |
| " total.                         | 7,412,447   | 11,588,510   | 12,058,962     | 11,856,727   |
| Operating expenses.              | 4,416,117   | 7,048,493    | 7,131,080      | 7,717,120    |
| Net earnings from op.            | 2,996,330   | 4,540,017    | 4,927,882      | 4,139,598    |
| Deduct. from earn'gs.            |             |              |                |              |
| Int. on bonds and floating debt. | 21,570      | 16,505       | 13,502         | 13,058       |
| Taxes.                           | 253,254     | 696,721      | 694,328        | 641,228      |
| Rentals.                         | 2,268,339   | 3,551,066    | 3,922,832      | 3,614,467    |
| Net income.                      | 453,167     | 275,725      | 297,220        | *129,156     |
| Total deficit.                   |             |              |                | 176,878      |
| P.c.op. ex. to tot. rechs.       | 59.57       | 60.82        | 59.1           | 65.0         |
| *Deficit                         |             |              |                |              |

## OPERATING EXPENSES.

| Year ending June 30, 1902.         |             |
|------------------------------------|-------------|
| General expenses.                  | \$1,552,979 |
| Transportation expenses.           | 4,537,901   |
| Maintenance of way and structures. | 535,079     |
| " " equipment.                     | 1,091,170   |
| Total.                             | \$7,717,120 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.   |             |
|------------------------------|-------------|
| Passengers carried.          | 236,495,311 |
| Transfers.                   | 48,911,517  |
| Car miles run.               | 49,044,988  |
| Total receipts per car mile. | \$ .242     |
| Operating expenses " "       | .157        |

## Balance Sheet.—Dated Dec. 31, ——— June 30.

| ASSETS.                    | 1899.       | 1900.       | 1901.       | 1902.        |
|----------------------------|-------------|-------------|-------------|--------------|
| Cost of road and equip.    | \$ 465,398  | \$ 462,498  | \$ 462,418  | \$ 463,245   |
| B'k'n City R.R.con. acct.  | 4,764,048   |             |             |              |
| Stock and bonds.           |             |             | 50,000      | 50,000       |
| Supplies.                  | 152,370     | 516,607     | 554,860     | 536,733      |
| Betterments.               |             | 6,266,975   | 6,685,527   | 8,168,574    |
| Open accounts.             | 409,433     | 301,467     | 241,587     | 265,424      |
| Cash.                      | 437,553     | 18,379      | 1,123,774   | 838,342      |
| Bills receivable.          | 38,213      |             |             |              |
| Insurance paid.            | 37,985      | 34,261      | 64,633      | 7,650        |
| Miscellaneous.             |             |             |             | 274,691      |
| Profit and loss (deficit). |             |             |             | 176,878      |
| Total.                     | \$6,305,000 | \$7,600,187 | \$9,182,798 | \$10,731,536 |

## LIABILITIES.

|                                                               | 1899.       | 1900.       | 1901.       | 1902.        |
|---------------------------------------------------------------|-------------|-------------|-------------|--------------|
| Capital stock.                                                | \$ 200,000  | \$ 200,000  | \$ 200,000  | \$ 200,000   |
| Funded debt.                                                  | 250,000     | 250,000     | 250,000     | 250,000      |
| Bills payable.                                                |             | 647,053     |             |              |
| Accrued interest.                                             | 3,642       | 3,249       | 3,486       | 3,162        |
| Accrued taxes.                                                | 196,076     | 535,034     | 737,782     | 933,299      |
| Rentals.                                                      | 613,748     | 836,320     | 758,415     | 1,112,836    |
| Wages and supplies.                                           | 295,058     |             | 1,085,157   |              |
| Open accounts.                                                |             |             |             |              |
| Other liabilities.                                            | 19,000      | 27,875      | 18,875      | 473,156      |
| Brooklyn R. T. Co.'s equity in Brooklyn C. R. R. const. acct. | 4,730,476   | 5,100,656   | 6,129,083   | 7,719,083    |
| Insurance fund.                                               |             |             |             | 40,000       |
| Profit and loss (surplus).                                    |             |             |             |              |
| Total.                                                        | \$6,305,000 | \$7,600,187 | \$9,182,798 | \$10,731,536 |

## Plant and Equipment.—Including leased lines.

Owned. Leased. Operated under Total.  
trackage rights.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |      |       |     |        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------|-----|--------|
| Miles of track (elec. and steam)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1.27 | 469.5 | 2.4 | 473.17 |
| Gauge, 4 ft. 8½ in.; 50 lb. to 98 lb. T and 9 in. girder rail; 121 locomotives, 2,600 surface motor cars, 584 elevated passenger cars, 2 mail-express, 60 trail cars and 37 sweepers, 37 snow plows; 14,900 H. P. Babcock & Wilcox boilers, Allis and McIntosh & Seymour engines, Gen. Elec. dynamos, Gen. Elec., West., Curtis and Walker motors, Brill, Barney & Smith, Jones, Laconia, L. & F., Pullman, St. Louis and Stephenson cars; Baltimore, Barney & Smith, Brill, L. & F., McGuire, Peckham, Taylor and White trucks. |      |       |     |        |

Officers.—Pres. E. W. Winter, V. Pres. H. C. DuVal, 2d V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—Anthony N. Brady (Chairman), E. W. Winter, Henry Seibert, T. S. Williams, H. H. Porter, E. H. Harriman, A. R. Flower, W. G. Oakman, N. B. Ream, J. G. Jenkins, Horace C. DuVal, D. H. Valentine, R. Somers Hays.

General Office, 168 Montague St.

References.—Operating problems, Vol. XVI, Mar. 17, '00, p. 293; automobile emergency wagon, Vol. XVIII, Nov. 30, '01, p. 775 (ill.); operating detail, Vol. XVIII, Dec. 7, '01, p. 814 (ill.).

Date of information, Apr., 1903.

b z

**The Brooklyn City Railroad Co.**—Chartered Dec. 17, 1853, under N. Y. General Railroad Law of 1850. Annual meeting second Monday in Jan. The following companies have been at various dates consolidated with this company: Bushwick R. R. Co., Brooklyn Crosstown R. R. Co., Calvary Cemetery, Greenpoint & Brooklyn R. R. Co., New Williamsburgh & Flatbush R. R. Co., Greenpoint & Lorimer Street R. R. Co., Grand Street & Newtown R. R. Co. and South Brooklyn Street R. R. Co.

**Lease.**—The entire property and franchises of the company were leased on Feb. 14, 1893, to the Brooklyn Heights R. R. Co. for 999 years, and possession given to lessee on June 6, 1893. The lessee guarantees the company's fixed charges and a dividend of 10 p. c. per annum on its capital stock, \$12,000,000. (For description of lease and of guarantee fund see Brooklyn Heights R. R. Co.)

**Capital Stock,** authorized and issued, \$12,000,000; par value, \$10 per share. Guaranteed 10 p. c. dividends, payable quarterly, Jan. (15), Apr., July, Oct.

**Funded Debt.**—Total authorized and issued, \$6,925,000, as follows: (First) consolidated mortgage 5 p. c. bonds, authorized and issued, \$6,000,000; coupon, but may be registered; dated July 1, 1891, due 1941, but payable at the company's option in 1916; denom. \$500 and \$1,000; int. payable Jan. and July, at office of the company, and at Nassau National Bank, of Brooklyn; trustee of mortgage, Kings County Trust Co., of Brooklyn.

Brooklyn Crosstown R. R. Co.'s first mortgage 5 p. c. bonds, \$200,000, due July 1, 1908; denom. \$1,000; int. payable Jan. and July.

Calvary Cemetery, Greenpoint & Brooklyn R. R. Co.'s first mortgage 6 p. c. bonds, \$200,000; due June 1, 1907; denom. \$1,000; int. payable June and Dec.

New Williamsburgh & Flatbush R. R. Co.'s first mortgage 7 p. c., bonds, \$200,000; due 1897; denom. \$1,000; int. payable Feb. and Aug. Extended Feb. 1, 1897, at 4½ p. c., so as to mature at same time with first consolidated mortgage.

Greenpoint & Lorimer Street R. R. Co.'s first mortgage 6 p. c. bonds, \$125,000; due 1910; denom. \$1,000; int. payable May and Nov.

Grand Street & Newtown R. R. Co.'s first mortgage 5 p. c. bonds, \$200,000; due 1906; denom. \$1,000; int. payable Apr. and Oct.

**Note.**—The consolidated mortgage bonds are a first lien on the original lines of the Brooklyn City R. R. Co., and a second lien on all the lines acquired by the various consolidations.

**Dividends,** prior to 1893, 8 p. c. per annum on \$6,000,000; in 1893, 4 p. c. on \$6,000,000, 4½ p. c. on \$9,000,000; in 1894, 10 p. c. (guaranteed) and 2 p. c. extra from surplus; in 1895, 10 p. c. (guaranteed) and 2½ p. c. from surplus; in 1896, 10 p. c. 10 p. c. dividends are now guaranteed by the Brooklyn Heights R. R. Co.

**Operation.**—(See Brooklyn Rapid Transit Co.)

## Balance Sheet.—Dated June 30,

| ASSETS.                     | 1899.        | 1900.        | 1901.        | 1902.        |
|-----------------------------|--------------|--------------|--------------|--------------|
| Cost of road and equipment. | \$18,925,000 | \$18,925,000 | \$18,925,000 | \$18,925,000 |
| Cash assets.                | 125,635      | 139,638      | 153,945      | 56,157       |
| Other investments.          | 250,893      | 250,893      | 250,893      | 250,893      |
| Accounts receivable.        |              |              |              | 110,901      |
| Total.                      | \$19,301,528 | \$19,315,531 | \$19,329,838 | \$19,342,952 |
| LIABILITIES.                |              |              |              |              |
| Capital stock.              | \$12,000,000 | \$12,000,000 | \$12,000,000 | \$12,000,000 |
| Funded debt.                | 6,925,000    | 6,925,000    | 6,925,000    | 6,925,000    |
| Open accounts.              | 34,476       | 36,134       | 37,170       | 39,039       |
| Profit and loss (surplus).  | 342,052      | 354,397      | 367,668      | 378,914      |
| Total.                      | \$19,301,528 | \$19,315,531 | \$19,329,838 | \$19,342,952 |

General Office, 168 Montague St.

Date of information, Sept., 1902.

b

**Brooklyn, Queens County & Suburban Railroad Co.**—Chartered Nov., 1893. This is a consolidation on Jan. 16, 1894 of the Broadway R. R. Co., of Brooklyn (inc. 1858), the Broadway Ferry & Metropolitan Avenue R. R. Co. (inc. 1892), and the Jamaica & Brooklyn Road Co. (inc. 1880). On July 1, 1898, this property was leased to the Brooklyn Heights R. R. Co., at an annual rental equivalent to taxes, fixed charges and organization expenses. On July 1, 1901, this road commenced to operate independently again.

**Capital Stock,** authorized, \$15,000,000, issued, \$2,000,000; par value, \$100 per share. The entire capital stock issued is owned by the Brooklyn Rapid Transit Co.

**Funded Debt.**—Total authorized, \$8,000,000, issued, \$6,574,000 as follows:

First mortgage 5 p. c. gold bonds, authorized and issued, \$3,500,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. \$1,000; int. payable Jan. and July, at office of First National Bank, of Brooklyn; trustee of mortgage, New York Guarantee & Indemnity Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized, \$4,500,000, issued, \$2,834,000; coupon, but may be registered; dated Jan. 1,



1894, due 1941, but payable July 1, 1916, at company's option; denom. \$1,000; int. payable May and Nov. at office of First National Bank, of Brooklyn; trustee of mortgage, Central Trust Co., of New York.

The company has assumed the principal and interest of the Jamaica & Brooklyn Road Co.'s first mortgage 5 p. c. gold bonds, outstanding, \$240,000, dated Jan. 1, 1894; due Jan. 1, 1934; denom. \$1,000; int. payable Jan. and July.

**Note.**—The unissued consolidated mortgage bonds (\$1,666,000), are to be used for extensions and equipment. These bonds will be a first lien on the construction paid for by their proceeds, and are a second lien on the present property.

**OPERATION.**—Year ending June 30, 1902.

|                                  |           |
|----------------------------------|-----------|
| Receipts from passengers.....    | \$825,877 |
| " other sources.....             | 2,769     |
| " all sources.....               | 828,646   |
| Operating expenses.....          | 429,824   |
| Net earnings from operation..... | 398,822   |
| Deductions from earnings.        |           |
| Interest.....                    | 331,200   |
| Taxes.....                       | 41,220    |
| Net income.....                  | 26,402    |

**OPERATING EXPENSES.**

**Year ending June 30, 1902.**

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 50,445 |
| Transportation expenses.....           | 286,710   |
| Maintenance of way and structures..... | 28,862    |
| " of equipment.....                    | 63,807    |
| Total.....                             | \$429,824 |

**STATISTICS OF TRAFFIC.**

**Year ending June 30, 1902.**

|                                      |            |
|--------------------------------------|------------|
| Passengers carried.....              | 16,677,871 |
| Transfers.....                       | 1,972,185  |
| Car miles run.....                   | 3,456,508  |
| Total receipts per car mile.....     | \$ .240    |
| Operating expenses per car mile..... | .124       |

**Balance Sheet.**—Dated June 30,

| ASSETS.                      | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip....   | \$8,593,613 | \$8,607,563 | \$8,622,168 | \$9,100,881 |
| Cash.....                    |             |             | 1,832       | 100,941     |
| Open accounts.....           |             |             |             | 31,363      |
| Profit and loss (deficit)... | 45,574      | 45,574      |             |             |
| Total.....                   | \$8,639,187 | \$8,653,137 | \$8,624,000 | \$9,233,185 |

**LIABILITIES.**

|                              |             |             |             |             |
|------------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....           | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Funded debt.....             | 6,574,000   | 6,574,000   | 6,624,000   | 6,624,000   |
| Int. due and accrued.....    |             |             |             | 24,033      |
| Taxes due and accrued..      |             |             |             | 41,220      |
| Bills payable.....           | 65,187      | 79,137      |             | 477,596     |
| Accounts payable.....        |             |             |             | 39,933      |
| Profit and loss (surplus)... |             |             |             | 26,402      |
| Total.....                   | \$8,639,187 | \$8,653,137 | \$8,624,000 | \$9,233,185 |

**Plant and Equipment.**—Miles of track (electric), 47.22; gauge, 4 ft. 8½ in.; 150 motor cars; Gen. Elec. and West. motors, Brill, Jones, L. & F. and Stevenson cars, Peckham trucks.

**Officers.**—Same as Brooklyn Heights R. R. Co.

**Directors.**—Anthony N. Brady (Chairman), E. W. Winter, Henry Seibert, T. S. Williams, D. H. Valentie, Moses May, John G. Jenkins, H. C. Duval, Bernard Gallagher.

**General Office,** 168 Montague St.

**Date of information,** Apr., 1903.

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**Nassau Electric Railroad Co. (of Brooklyn).**—Chartered Mar. 13, 1893. Annual meeting second Tuesday in Apr. In Apr., 1894, this company acquired a practically exclusive right to use the tracks of the Kings County Electric Ry. Co., the Coney Island, Fort Hamilton & Brooklyn R. R. Co. and the Union R. R. Co., which companies have since been merged into the Nassau Electric R. R. Co. Construction work was commenced in May, 1894. The road was opened in July, 1895.

In Mar., 1896, this company leased the property of the Atlantic Avenue R. R. Co. for 999 years at a rental of \$150,000 per annum, until Jan., 1898, and of \$180,000 per annum thereafter, in addition to all taxes and interest on funded debt not exceeding \$5,500,000. On the date of the lease the Atlantic Ave. R. R. Co. was the owner of the entire capital stock of the Brooklyn, Bath & West End R. R. Co., and the property of the latter was therefore included in the lease of the Nassau Company.

In Apr., 1896, an agreement was made with the Brooklyn Cable Co. whereby the Nassau Company should operate the Park Ave. line upon payment by way of rental of one-half of the net earnings of the line, if there were any.

In Nov., 1897, the Nassau Company leased for a term of 999 years the constructed railroad of the Coney Island & Gravesend Ry. Co., agreeing to pay the entire cost of construction of same, and also the sum of \$150,000 within five years. On July 1, 1900, this lease was cancelled, and the line is now operated independently.

In Feb., 1899, about 90 per cent. of the preferred stock and over 99 per cent. of the common stock of the Nassau Electric R. R. Co. was acquired by the Brooklyn Rapid Transit Co., and on Apr. 1st, 1899, the railroad property and franchises of the former were leased to the Brooklyn Heights R. R. Co. of the Brooklyn Rapid Transit system for one year, at an annual rental of \$150,000 and payment of all fixed charges and taxes. On Feb. 13th, 1900, this lease was extended for 999 years from Apr. 1, 1900, this company to receive all net earnings of this property after payment of all fixed charges, taxes and organization expenses by the lessee, said lessee guaranteeing said net earnings to be not less than 4 p. c. of the outstanding preferred stock of this company (\$6,500,000). In Jan., 1899, the securities of the Nassau Electric R. R. Co. were readjusted, and by this readjustment it became the owner of all the stock of the Atlantic Ave. R. R. Co. (including the Brooklyn, Bath & West End R. R. Co.) and all the stock and bonds of the United R. R. Co., and these companies have now been merged into the Nassau Electric R. R. Co. As readjusted, the stock and bonds of the Nassau Company are as follows:

**Capital Stock.**—Common stock, authorized and outstanding, \$8,500,000.

4 p. c. preferred cumulative stock, authorized and outstanding, \$6,500,000.

**Funded Debt,** total authorized and issued, \$15,000,000, as follows:

| Description of bonds.           | Amount       | Rate | Date of outst'g | When int. payable. |
|---------------------------------|--------------|------|-----------------|--------------------|
| Nassau Electric R. R. Co.       |              |      |                 |                    |
| 1st Consol.....                 | \$10,474,000 | 4    | Jan 1, 1951     | Jan. & July        |
| 1st mortgage.....               | 660,000      | 5    | Apr. 1, 1944    | Apr. & Oct.        |
| Atlantic Avenue R. R. Co.       |              |      |                 |                    |
| 1st Consol. mortgage....        | 732,000      | 5    | Oct. 1, 1909    | Apr. & Oct.        |
| Gen. Con. mortgage.....         | 2,241,000    | 5    | Apr. 1, 1931    | Apr. & Oct.        |
| Improvement mortgage..          | 220,000      | 5    | Jan. 1, 1934    | Jan. & July.       |
| Brooklyn, B. & W. End R. R. Co. |              |      |                 |                    |
| *1st mortgage, Series A..       | 250,000      | 5    | Jan. 1, 1906    | Jan. & July        |
| *1st mortgage, Series B..       | 250,000      | 5    | Jan. 1, 1916    | Apr. & Oct.        |
| *2d mortgage.....               | 52,000       | 5    | June 1, 1911    | June & Dec         |
| General mortgage.....           | 121,000      | 5    | Oct. 1, 1933    | Apr. & Oct.        |
|                                 | \$15,000,000 |      |                 |                    |

\*Subject to call at any time. Interest payable at Colonial Trust Co., New York.

Of the \$15,000,000 of bonds authorized under the new mortgage \$4,526,000 are reserved for retiring the above-mentioned Nassau firsts, Atlantic Ave. and Brooklyn, Bath & West End bonds.

**Balance Sheet.**—Dated Dec. 31, June 30, June 30, June 30,

| ASSETS.                          | 1899.        | 1900.        | 1901.        | 1902.        |
|----------------------------------|--------------|--------------|--------------|--------------|
| Cost of road and equipment.....  | \$28,562,066 | \$30,116,650 | \$30,075,364 | \$29,950,032 |
| Treasury Bonds.....              |              | 27,000       | 29,000       | 29,000       |
| Other leasehold prop.            | 150,000      |              |              |              |
| Rental B. H. R. R. Co.           |              | 65,000       |              | 260,000      |
| Supplies.....                    |              |              | 260,000      |              |
| Open accounts.....               | 114,243      | 274,671      | 36,352       | 120,025      |
| Cash.....                        | 12,662       | 1,828        | 29,280       | 30,910       |
| Current assets.....              | 23,116       |              |              |              |
| Damages and old claims paid..... |              | 254,912      |              | 2,534        |
| Betterments.....                 | 152,406      |              | 1,921        |              |
| Profit and loss (deficit)        | 410,782      |              |              |              |
| Total.....                       | \$29,425,275 | \$30,740,061 | \$30,431,918 | \$30,392,502 |

**LIABILITIES.**

|                                 |              |              |              |              |
|---------------------------------|--------------|--------------|--------------|--------------|
| Capital stock.....              | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 |
| Funded debt.....                | 13,500,000   | 15,000,040   | 15,000,040   | 15,000,040   |
| Real estate and mort.           | 198,850      | 198,850      |              | 139,100      |
| C. I. and Gravesend Ry. Co..... | 150,000      |              | 178,850      |              |
| Loans and bills pay'ble         |              |              |              |              |
| Accrued interest....            |              |              |              |              |
| Due for wages & sup..           | 576,425      |              |              | 35,660       |
| Open accounts.....              |              |              |              |              |
| Accounts payable....            |              | 326,171      | 36,523       |              |
| Profit and loss (surp.)         |              | 215,000      | 216,505      | 217,702      |
| Total.....                      | \$29,424,275 | \$30,740,061 | \$30,431,918 | \$30,392,502 |

**Mileage.**—The Nassau Company owns 129.7 and leases 7.2 miles of single track and 1028 motor cars—included in B. H. report—and has terminals at all ferries. Its lines extend from various ferries, and from New York end of Brooklyn Bridge to Canarsie, Sheephead Bay, Manhattan Beach, Fort Hamilton, Greenwood Cemetery, Bensonhurst, Bath Beach and Coney Island. By its ownership of the Atlantic Avenue Railroad it acquires the fee to the double track steam railroad from Jamaica to Flatbush Station in

Please note date of information at end of each report.

Brooklyn, 9½ miles, (19 miles of track) which is leased for 99 years, from June 1, 1877, to the Long Island R. R. Co., affording that company entrance into the city of Brooklyn. The rental is \$60,000 per annum.

**Plant and Equipment.**—Gauge, 4 ft. 8½ in.; 90 lb. to 93 lb. rail; 13,000 H. P. station plant, Cooper engines, West. dynamos, West. and Steel motors, Brill, St. Louis, Brownell and Stephenson cars, Du Pont trucks.

**Officers.**—Pres. E. W. Winter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

**Directors.**—A. N. Brady (Chairman), E. W. Winter, John E. Borne, Hugh J. Grant, Jos. D. Donald, T. S. Williams, N. F. Brady, E. H. Harriman, A. R. Flower.

**General Office,** 168 Montague St.

**Date of information,** Apr., 1903.

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**Brooklyn Union Elevated Railroad Co.**—Incorporated Jan. 30, 1899, to succeed the Brooklyn Elevated R. R. Co., the Union Elevated R. R. Co., and the Sea Side & Brooklyn Bridge Elevated R. R. Co., the properties of each of which were sold under foreclosure proceedings and purchased by a Reorganization Committee headed by Frederick P. Olcott, Chairman, and by the Committee transferred to the new company about Feb. 16, 1899.

Of the constituent companies whose properties were thus acquired by the Brooklyn Union Elevated R. R. Co., the Brooklyn Elevated R. R. Co. was organized May 26, 1874, and commenced carrying passengers May 14, 1885; the Union Elevated R. R. Co. was organized June 10, 1886, commenced carrying passengers Apr. 10, 1888, and was merged with the Brooklyn Elevated R. R. Co., on Nov. 17, 1890; and the Sea Side & Brooklyn Bridge R. R. Co., was organized Mar. 18, 1890, commenced carrying passengers May 30, 1893, and was leased by the Brooklyn Elevated R. R. Co., on Apr. 28, 1891. On Nov. 25, 1897, Frederick Uhlmann, then president of the Brooklyn Elevated R. R. Co., was appointed receiver of that company, and on Dec. 28, 1897, he was also appointed receiver of the Union Elevated R. R. Co. On Apr. 1, 1897, the Brooklyn Elevated R. R. Co. defaulted in the payment of interest on its first mortgage bonds, on May 1, 1897, it defaulted in the payment of interest on the first mortgage bonds of the Union Elevated R. R. Co., and on July 1, 1897, it defaulted in the payment of interest on the first mortgage bonds of the Sea Side & Brooklyn Bridge Elevated R. R. Co. The properties of the companies were sold under foreclosure on Nov. 10, 1898, and were bought in by Frederic P. Olcott, Chairman of the Reorganization Committee, and on Feb. 17, 1899 were turned over to the Brooklyn Union Elevated R. R. Co., by the receiver. In Mar. and Apr., 1899, the Brooklyn Rapid Transit Co. became the owner of over 90 per cent. of both preferred and common stock of the new company, and on Apr. 1, 1899, the Brooklyn Union Elevated R. R. Co. was leased for a period of one year to the Brooklyn Heights R. R. Co., in consideration of the payment by the latter of the fixed charges, organization expenses, and \$100,000 cash; and on April 1, 1900, this lease was extended for one year. On July 1, 1902, the road was leased to the Brooklyn Heights R. R. Co. for a period of 99 years, at a rental of \$150,000 per annum for three years, \$200,000 per annum for next two years, and \$250,000 per annum thereafter. On May 24, 1900, the Kings County Elevated R. R. Co., was merged with this company.

**Capital Stock.**—Common stock, authorized and issued, \$13,000,000; par value, \$100 per share.

5 p. c. non-cumulative preferred stock, authorized and issued, \$5,000,000.

**Funded Debt.**—First mortgage 4 p. c. gold bonds (bearing 5 p. c. interest after Feb. 1, 1905); authorized and issued, \$16,000,000; dated Feb. 1, 1899, due 1950; denom. \$1,000; int. payable Feb. and Aug.

Kings Co. Elevated R. R. Co.'s first mortgage 4 p. c. gold bonds authorized and issued \$7,000,000; dated July 25, 1899, due 1949; demon. \$1,000; int. payable Feb. and Aug.

**Balance Sheet.**—Dated June 30,

| ASSETS.                                | 1899.               | 1900.               | 1901.               | 1902.               |
|----------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Cost of road and equip.                | \$29,348,069        | \$39,879,097        | \$40,440,026        | \$41,040,320        |
| Construction account.                  |                     | 1,500,000           | 890,000             |                     |
| Bills receivable                       | 125,000             | 150,000             |                     |                     |
| Cash assets                            | 75,976              |                     | 9,831               | 277,747             |
| Other assets                           |                     | 6,946               | 1,350               | 101,058             |
| Reorganization com...                  | 333,545             |                     |                     |                     |
| <b>Total</b>                           | <b>\$29,882,593</b> | <b>\$41,536,043</b> | <b>\$41,341,207</b> | <b>\$41,419,126</b> |
| <b>LIABILITIES.</b>                    |                     |                     |                     |                     |
| Capital stock                          | \$16,756,860        | \$18,000,000        | \$18,000,000        | \$18,000,000        |
| Funded debt                            | 12,890,000          | 23,000,000          | 23,000,000          | 23,000,000          |
| Accounts payable                       | 185,547             | 218,739             | 29,201              |                     |
| Interest on fund. debt due and accrued |                     |                     |                     |                     |
| Due for wages and sup.                 |                     |                     |                     |                     |
| Taxes accrued                          |                     | 31,926              | 30,863              | 30,863              |
| Rec'r B. E. R. R. Co.                  |                     | 132,063             | 129,934             | 129,242             |
| Other liabilities                      |                     |                     |                     | 7,408               |
| Profit and loss (surp.)                | 50,186              | 153,315             | 151,210             | 251,613             |
| <b>Total</b>                           | <b>\$29,882,593</b> | <b>\$41,536,043</b> | <b>\$41,341,207</b> | <b>\$41,419,126</b> |

**Miles of Track.**—Miles of main (elevated electric and steam) line, 28.7, of second track, 28.7, of sidings, 10.42; Surface lines, main track, 8.3, second track, 8.3, of sidings, 3.31, total miles of track operated, 87.73; gauge, 4 ft. 8½ in.; 60 lb. to 85 lb. T rail; 121 steam locomotives, 755 cars, of which 300 are motor cars, 397 closed trail cars and 58 open trail cars; 92 cars additional leased.

**Officers.**—Pres. E. W. Winter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

**Directors.**—A. N. Brady (Chairman), E. W. Winter, Henry Siebert, John Inglis, J. G. Jenkins, Wm. C. Bryant, S. L. Keeney, H. C. DuVal, Wm. F. Sheehan, Nicholas F. Brady, Fred. S. Flower, J. B. Taylor, T. S. Williams.

**General Office,** 168 Montague St.

**References.**—Lease to Brooklyn Heights, Vol. XVIII, July 6, '01, p. 27.

**Date of information,** Apr., 1903.

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**Kings County Elevated Railroad Co.**—Chartered Jan. 6, 1879. Annual meeting first Wednesday in July.

In Aug., 1896, the Kings County Elevated Railway Co., having defaulted on the interest of its bonds, a receiver was appointed for the property, and the company was reorganized.

The new company which took possession of the property Aug. 1, 1899 issued \$6,000,000 common stock and \$2,800,000 preferred stock, all of which was ultimately exchanged for \$2,000,000 of Brooklyn Rapid Transit stock. On May 9, 1900, the Sea View R. R. Co. was merged with this company and on May 24, 1900, this company was itself merged with the Brooklyn Union Elevated R. R. Co. The funded debt of the new company consists of first mortgage 4 p. c. 50 year bonds, authorized, \$7,000,000, issued to retire underlying bonds, \$5,000,000, held in treasury for future improvements, \$2,000,000.

**Capital Stock.**—Common, \$6,000,000, preferred 4 p. c. cumulative, \$2,800,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$7,000,000; coupon, but may be registered; dated Aug. 1, 1899, due Aug. 1, 1949; denom. \$1,000; int., payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

During the fiscal year ending June 30, 1899, the land necessary for the connection with the New York & Brooklyn Bridge was acquired and the connection was constructed and opened for business. The service across the bridge was begun Nov. 1, 1898. On Oct. 1, 1899, the properties of the new company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

**Plant and Equipment.**—See Brooklyn Heights R. R. Co.

**Officers.**—Same as Brooklyn Heights R. R. Co.

**Directors.**—August Belmont, A. N. Brady, Henry Seibert, Jno. G. Jenkins, T. F. Jackson, W. C. Bryant, S. L. Keeney, D. H. Valentine, J. D. Keiley, Jno. Inglis, H. C. DuVal, C. L. Rossiter, T. S. Williams.

**General Office,** 168 Montague St.

**Date of information,** Mar., 1902.

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**Sea Beach Railway Co.**—This company is the successor, by purchase, to the New York and Sea Beach Ry. Co. The Brooklyn Rapid Transit Co. owns the entire capital stock and the Brooklyn Heights R. R. Co. operates the road under lease, at an annual rental equivalent to fixed charges, taxes and organization expenses. Annual meeting fourth Tuesday in March. The road is now operated by electricity.

**Capital Stock,** authorized and issued, \$650,000.

**Funded Debt.**—Consolidated mortgage 4 p. c. bonds, outstanding, \$650,000; dated Sept. 1, 1896, due 1916; demon. \$1,000; int. payable Mar. and Sept., at office of the company. The principal and interest of these bonds have been assumed by the Brooklyn Rapid Transit Co., in consideration of the reduction of its interest from 5 p. c. to 4 p. c.

**Operation.**—Included in statement of the Brooklyn Heights R. R. Co. (which see).

**Balance Sheet.**—Dated Dec. 31,

| ASSETS.                 | 1899.              | 1900.              | 1901.              | 1902.              |
|-------------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road and equip. | \$1,334,053        | \$1,303,850        | \$1,306,173        | \$1,302,511        |
| Cash                    |                    |                    | 2,245              | 489                |
| <b>Total</b>            | <b>\$1,334,053</b> | <b>\$1,303,850</b> | <b>\$1,308,418</b> | <b>\$1,303,000</b> |
| <b>LIABILITIES.</b>     |                    |                    |                    |                    |
| Capital stock           | \$ 650,000         | \$ 650,000         | \$ 650,000         | \$ 650,000         |
| Funded debt             | 650,000            | 650,000            | 650,000            | 650,000            |
| Accounts payable        | 34,053             | 3,850              | 8,418              | 3,000              |
| <b>Total</b>            | <b>\$1,334,053</b> | <b>\$1,303,850</b> | <b>\$1,308,418</b> | <b>\$1,303,000</b> |

**Plant and Equipment.**—Miles of track (electric), 12.27.

**Officers.**—Pres. E. W. Winter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

**Directors.**—A. N. Brady (Chairman), E. W. Winter, Henry Seibert, S. L. Keeney, Jas. T. Nelson, W. C. Bryant, J. G. Jenkins, D. H. Valentine, T. S. Williams.

**General Office.**—168 Montague St.

**Date of information,** Apr., 1903.

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Please note date of information at end of each report

**Sea View Railroad Co.**—Chartered June 4, 1886. Annual meeting third Tuesday in Nov. The capital stock and all the bonds of this company were owned by the Brooklyn Rapid Transit Co. and have been cancelled. This company's lines were equipped with electricity in 1898, but were not in operation except for the last few weeks of the Coney Island season in 1898. This company acquired the property of the Brooklyn & Brighton Beach R. R. Co., sold under foreclosure in May, 1899. On July 1, 1899, the properties of this company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

On May 9, 1900, the Sea View R. R. was merged with the Kings County Elevated R. R., and is now a part of the Brooklyn Union Elevated R. R. system by its merger of the Kings Co. Elevated R. R. on May 24, 1900.

Date of information, Mar., 1902.

**Coney Island & Brooklyn Railroad Co.**—Chartered Dec. 10, 1860, under N. Y. General Railroad Laws of 1850, and special legislation. Annual meeting third Monday in Oct. The Prospect Park & Flatbush R. R. Co. was consolidated with this company on Apr. 1, 1891. On Sept. 1, 1897, the Franklin Avenue Division of the Brooklyn City & Newtown R. R. Co. was leased to this company, and on Dec. 4, 1897, the entire system of the Brooklyn City & Newtown R. R. Co. was leased for 999 years. This company is now constructing an extension to North Beach under the franchises and title of the DeKalb Ave. & North Beach R. R. Co.

**Capital Stock**, authorized and issued, \$2,000,000; par value, \$100 per share.

**Funded Debt**, authorized and issued, \$2,000,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, \$300,000; coupon, but may be registered; dated July 20, 1883, due 1903; denom. \$1,000; int. payable Jan. and July at office of Mechanics Bank, Brooklyn; trustee of mortgage, Brooklyn Trust Co.

Certificate of indebtedness, \$400,000; due July 1, 1903; denom. \$1,000; int. 5 p. c., payable Jan. and July.

Consolidated mortgage 4 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,300,000; held in escrow, \$700,000 (see Note); dated July 1, 1898, due, 1948; denom. \$1,000, int. payable Jan. and July at office of Mercantile Trust Co., New York, trustee of mortgage.

**Note.**—\$700,000 are held to retire prior liens described above.

| Operation.—Year ending Dec. 31. | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------------|-------------|-------------|-------------|-------------|
| Rects. operation.....           | \$1,133,859 | \$1,333,052 | \$1,458,197 | \$1,498,927 |
| " other sources.....            | 84,933      | 60,680      | 13,071      | 8,786       |
| " total.....                    | 1,218,792   | 1,393,732   | 1,471,268   | 1,507,713   |
| Operating expenses.....         | 694,373     | 823,282     | 840,192     | 909,591     |
| Earnings from operation.....    | 524,419     | 570,450     | 631,076     | 598,122     |
| Deduction from earnings.....    |             |             |             |             |
| Interest on bonds.....          | 75,024      | 90,078      | 196,079     | 98,704      |
| Taxes.....                      | 12,548      | 41,929      | 74,425      | 65,349      |
| Rentals.....                    | 223,052     | 265,376     |             | 100,000     |
| Net income.....                 | 213,794     | 173,067     | 360,572     | 334,069     |
| Dividends paid.....             | 189,190     | 199,800     | 239,900     | 320,000     |
| To surplus account.....         | 24,604      | *26,733     | 120,672     | 14,069      |
| Total.....                      | 80,747      | 45,426      | 145,920     | 154,260     |

**Dividends**, in 1893, 4 p. c. on \$500,000, 3 p. c. on \$1,000,000; in 1894, 1895, 1896 and 1897, 6 p. c.; in 1898, 9 p. c.; in 1899, 9½ p. c.; in 1900, 10 p. c.; in 1901, 12 p. c.; in 1902, 16 p. c.

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$181,867 |
| Transportation expenses.....           | 562,082   |
| Maintenance of way and structures..... | 67,801    |
| " " equipment.....                     | 97,841    |
| Total.....                             | \$909,591 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |            |
|--------------------------------------|------------|
| Passengers carried.....              | 30,296,548 |
| Transfers.....                       | 6,027,983  |
| Car miles run.....                   | 6,100,160  |
| Total receipts per car mile.....     | \$ .247    |
| Operating expenses per car mile..... | .149       |

| Balance Sheet.—Dated Dec. 31,     | 1899.       | 1900.       | 1901.       | 1902.       |
|-----------------------------------|-------------|-------------|-------------|-------------|
| <b>ASSETS.</b>                    |             |             |             |             |
| Cost of road and equip..          | \$2,696,179 | \$3,044,715 | \$3,142,445 | \$3,261,660 |
| Supplies on hand.....             | 21,382      | 27,473      | 38,650      | 55,404      |
| Open accounts.....                | 8,282       | 41,901      | 39,878      | 70,755      |
| Cash on hand.....                 | 53,587      | 75,549      | 126,937     | 110,870     |
| Improvements on leased lines..... | 139,773     | 172,192     | 162,556     | 163,199     |
| Other permanent invest..          | 1,006,355   | 1,003,655   | 1,004,905   | 1,003,415   |
| Accrued interest.....             | 11,521      |             |             |             |
| Prepaid insurance.....            |             |             | 13,940      | 16,249      |
| Total.....                        | \$3,937,079 | \$4,365,485 | \$4,529,311 | \$4,681,553 |

| LIABILITIES.                    | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....              | \$1,998,000 | \$1,998,000 | \$2,000,000 | \$2,000,000 |
| Funded debt.....                | 1,500,000   | 1,998,000   | 2,000,000   | 2,000,000   |
| Loans and bills payable.....    |             | 134,390     | 28,500      | 95,628      |
| Int. on fu'd dbt. due and ac. } |             | 43,460      | 93,500      | 43,500      |
| Dividends unpaid.....           | 358,332     |             |             |             |
| Due for wages and supp.. }      |             |             |             |             |
| Open accounts.....              |             |             | 69,734      | 115,006     |
| Rentals due.....                |             | 146,210     | 146,210     | 196,210     |
| Taxes due and accrued..         |             |             | 45,448      | 76,948      |
| Profit and loss (surplus)..     | 80,747      | 45,425      | 145,920     | 154,260     |

Total.....\$3,937,079 \$4,365,485 \$4,529,311 \$4,681,553

**Plant and Equipment.**—Miles of main line, 13.75, of second track, 12.38, of sidings, .25, total track measured as single track (electric), owned 26.38, leased 20.86, trackage rights 2.26—total, 49.5; gauge 4 ft. 8½ in.; 60 lb. and 90 lb. girder and T rail; 20 horses, 557 motor cars and 24 trail cars, 4 sweepers, 2 snow plows, 2 sprinklers; 5,350 H. P. Morrin boilers; 1 tandem Corliss and 13 Westinghouse, Church, Kerr Co. engines, West. dynamos and motors, Stephenson, Jones and Brill cars.

**Officers.**—Pres. John L. Heins, 1st V. Pres. Louis Fitzgerald, 2nd V. Pres. Jas. H. Hyde, Sec. & Treas. Duncan B. Cannon, Supt. D. W. Sullivan.

**Directors.**—John L. Heins, Louis Fitzgerald, Thomas Clark, Jr., V. P. Snyder, James H. Hyde, H. R. Winthrop, Wm. N. Dykman, Geo. H. Prentiss, William H. McIntyre.

**General Offices**, 120 Broadway, New York; DeKalb and Franklin Avenues, Brooklyn.

Date of information, Mar., 1903.

**Brooklyn City & Newtown Railroad Co.**—Chartered May 22, 1860. Annual meeting, second Monday in Apr. This road was leased to the Coney Island & Brooklyn R. R. Co., on Dec. 4, 1897, and all of its capital stock acquired by that company on Dec. 27, 1900.

**Capital Stock**, authorized, \$2,000,000, issued \$1,923,400; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; coupon, but may be registered; dated July 1, 1889, due 1939; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Mortgages on real estate, \$191,606.

**Operation.**—See Coney Island & Brooklyn R. R. Co.

**Plant and Equipment.**—Miles of track, (electric) 20.85; 209 motor and 92 trail cars.

**Officers.**—Pres. John L. Heins, Sec. and Treas. Duncan B. Cannon.

Date of information, Mar., 1903.

**Van Brunt Street & Erie Basin Railroad Co.**—Chartered Feb. 15, 1861, under N. Y. General Railroad Act of 1850. Annual meeting, Feb. 16. Began operation as an overhead electric trolley road June 1, 1898.

**Capital Stock**, authorized and issued, \$200,000; par value, \$10 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized \$75,000, issued, \$65,000; dated Oct. 1, 1898, due 1948; int. payable Apr. and Oct.

**Operation.**—Year ending June 30,

|                                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------------------|----------|----------|----------|----------|----------|
| Total receipts.....                       | \$32,101 | \$45,450 | \$50,251 | \$48,258 | \$50,055 |
| Operating expenses.....                   | 26,296   | 27,187   | 27,687   | 28,294   | 31,708   |
| Earnings from operation.....              | 5,805    | 18,263   | 22,564   | 19,964   | 18,347   |
| Deduc. from earnings.....                 |          |          |          |          |          |
| Interest on bonds.....                    | 1,500    | 3,493    | 3,400    | 3,250    | 3,250    |
| Int. on bond and mortg. }                 | 150      |          |          | 150      | 150      |
| Taxes.....                                | 1,162    | 329      | 1,296    | 2,432    | 2,771    |
| Net income.....                           | 2,993    | 14,291   | 17,868   | 14,132   | 12,177   |
| Dividends paid.....                       |          |          |          | 8,000    | 8,000    |
| Other deductions.....                     | †9,239   | †17,402  |          |          |          |
| To surplus account.....                   | *6,246   | *3,111   | 17,868   | 6,132    | 4,177    |
| Per cent. op. exp. to total receipts..... | 81.9     | 60.0     | 55.1     | 58.5     | 63.3     |

\* Deficit. † In 1898 depreciation in horses and supplies, in 1899 depreciation in old cars, etc., owing to electric installation.

#### OPERATING EXPENSES.

| Year ending June 30,                  | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 6,652 | \$ 8,898 |
| Transportation expenses.....          | 20,069   | 20,613   |
| Maintenance of way and buildings..... | 58       | 771      |
| " " equipment.....                    | 1,515    | 1,426    |
| Total.....                            | \$28,294 | \$31,708 |

Please note date of information at end of each report.

| Balance Sheet.—Dated June 30, | 1900. | 1901. | 1902. |
|-------------------------------|-------|-------|-------|
|-------------------------------|-------|-------|-------|

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**Directors.**—A. C. Combes, M. L. Warrin, C. E. Mundy, Elmhurst, N. Y.; Alex. Hance, Alex. D. Hance, S. F. Worthington, Winfield, N. Y.

**General Office,** Newtown, (Elmhurst) N. Y.

Date of information, Sept., 1902.

b

### BUFFALO, NIAGARA FALLS AND VICINITY.

Population of Buffalo, in 1880, 155,134, in 1890, 255,664, in 1900, 352,387. Population of entire territory traversed by railways of International Traction Co. in 1902, about 500,000.

**International Traction Co.**—Annual meeting first Monday in April. This company was incorporated in Mar., 1899, under the laws of the State of New Jersey, for the purpose of effecting the consolidation of all the street railway systems operated in Buffalo and the territory north of Buffalo, embracing the cities of Niagara Falls, Lockport, the Tonawandas, Niagara Falls, Ont., and vicinities, and which consolidation has been effected by the organization of the International Railway Company, all of whose stock is owned by the International Traction Company.

The following is a list of the constituent companies, which, by merger, consolidation and purchase, now form the one operating company (International Railway Co.).

Buffalo Railway Co.

The Buffalo Traction Co.

The Buffalo, Bellevue & Lancaster Ry. Co.

Buffalo & Niagara Falls Elec. Ry.

Buffalo & Lockport Ry.

Lockport & Olcott Ry.

Elmwood Ave. & Tonawanda Elec. Ry. Co.

Buffalo, Tonawanda & Niagara Falls Elec. R. R. Co.

Niagara Falls & Suspension Bridge Ry. Co.

Niagara Falls, Whirlpool & Northern Ry.

The Niagara Falls, Park & River Ry. Co.

Niagara Falls Suspension Bridge Co.

Clifton Suspension Bridge Co.

Lewiston Connecting Bridge Co.

Queenstown Heights Bridge Co.

The International Ry. Co. also owns all of the capital stock of the Crosstown Street Ry. Co. of Buffalo and operates the road.

**Capital Stock.**—\$15,000,000, of which \$10,000,000 is common, and \$5,000,000 4 p. c. preferred cumulative; Corporation Trust Co., transfer agents; Guaranty Trust Co., registrar of stock.

**Funded Debt.**—Collateral trust indenture 4 p. c. gold bonds, authorized, \$30,000,000, issued, \$15,715,000, held for redemption of prior liens of the owned and controlled companies, \$12,285,000, held for future betterments and extensions, \$2,000,000; dated July 1, 1899, due July 1, 1949; denom. \$1,000; coupon, but may be registered; subject to call at 110; int. payable Jan. and July, at office of J. P. Morgan & Co., fiscal agents and Registrar of bonds, Guaranty Trust Co. of N. Y. trustee of mortgage.

**Officers.**—Pres. W. Caryl Ely, Sec. Charles MacVeagh, Treas. R. F. Rankine.

**Directors.**—Charles MacVeagh, Laselle J. Hayden, F. L. Stetson, Chas. Steele, T. Bowdoin, Thos. DeW. Cuyler, Wm. B. Rankine, W. Caryl Ely, Burt Van Horn.

**General Office,** care of Corporation Trust Co., 15 Exchange Place, Jersey City, N. J.

Date of information, Apr., 1903.

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For map of system, see inset between pages 154 and 155.

**International Railway Co. (owned by International Traction Co.)**—Annual meeting last Tuesday in Sept. On January 27, 1902, the Buffalo Traction Co. and the Buffalo, Bellevue & Lancaster Ry. Co. were merged into the Buffalo Ry. Co.; the Elmwood Avenue & Tonawanda Electric Ry. Co. was merged into the Buffalo & Lockport Ry., and the Niagara Falls Whirlpool & Northern Ry. was merged into the Niagara Falls & Suspension Bridge Ry. Co. The International Ry. Co. was incorporated Feb. 19, 1902, under the provisions of the Railroad Law of the State of New York, by the filing of agreements of consolidation between

Buffalo Ry. Co.,

Buffalo & Niagara Falls Electric Ry.,

Buffalo & Lockport Ry.,

Lockport & Olcott Ry.,

Buffalo, Tonawanda & Niagara Falls Electric R. R. Co.,

The Niagara Falls & Suspension Bridge Ry. Co.,

Niagara Falls Suspension Bridge Co.

In July, 1902, the International Railway Co., acquired by purchase the Niagara Falls, Park and River Ry. Co., the Clifton Suspension Bridge Co., and the Lewiston Connecting and Queenstown Heights Bridge Companies.

**Capital Stock,** authorized, \$17,000,000, issued, \$16,320,500. The entire issued stock is owned by International Traction Co.; and together with \$60,000 bonds of Tonawanda Street Ry. Co. has been deposited with the Guaranty Trust Company of New York as security for the collateral trust bonds of International Traction Co., which see; par value, \$100 per share.

**Funded Debt.**—INTERNATIONAL RY. CO.—Total authorized, \$16,203,000; total issued, \$10,928,000.

1. Buffalo Ry. Co. consolidated mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$3,756,000, in escrow (see Note), \$1,244,000; coupon, but may be registered; dated Feb. 1, 1891, due 1931; denom. \$1,000; int. payable Feb. and Aug., at office of the company in Buffalo, and at office of fiscal agents in Philadelphia and New York; trustee of mortgage, Mercantile Trust Co., of New York.

2. Buffalo Ry. Co. 6 p. c. debenture bonds, authorized and issued, \$1,000,000; dated April 1, 1897, due 1917, redeemable at 105 after April 1, 1902, and  $\frac{1}{2}$  p. c. less each year thereafter until par is reached; int. payable Apr. and Oct., at company's office in Buffalo, and office of Cuyler, Morgan & Co., of New York; trustee of mortgage, Metropolitan Trust Co., of New York.

3. Buffalo Street R. R. Co.'s second mortgage 6 p. c. and 7 p. c. bonds, authorized and issued, \$650,000; dated July 1, 1875, due 1905; int. payable Jan. and July, at National Bank of Commerce of New York (see Note).

4. Buffalo East Side Street Ry. Co.'s first mortgage 7 p. c. bonds, authorized and issued, \$300,000; dated June 1, 1874, due 1904; int. payable June and Dec., at company's office in Buffalo (see Note).

5. Buffalo East Side Street Ry. Co.'s second mortgage 6 p. c. bonds, authorized, \$300,000, issued, \$293,500; dated Sept. 1, 1882, due 1912; int. payable Mar. and Sept., at company's office in Buffalo (see Note).

6. Real estate mortgage, \$150,000; 10 years at 5 p. c. dated; June 20, 1894.

**Note.**—The unissued consolidated mortgage bonds (\$1,244,000) are reserved in hands of trustee to retire prior liens on properties of constituent companies, Buffalo Railway Company, above described. (3-4-5).

7. Buffalo Traction Company first mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued \$673,000; dated Dec. 1, 1898, due 1948; int. payable June and Dec., at office of Metropolitan Trust Co., New York, trustee of mortgage.

8. The Buffalo, Bellevue & Lancaster Railway Co., first mortgage 5 p. c. bonds, authorized and issued, \$215,000; dated June 1, 1897, due 1927; int. payable June and Dec.

9. Buffalo & Niagara Falls Electric Railway, first mortgage 5 p. c. gold bonds, authorized and issued, \$750,000; dated Jan. 15, 1895, due 1935; coupon, but may be registered; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

10. Buffalo & Niagara Falls Electric Railway, second mortgage 5 p. c. gold bonds, authorized, \$250,000, issued, \$175,000; coupon, but may be registered; dated July 1, 1896, due 1921; denom. \$1,000; int. payable Jan. and July, at office of Colonial Trust Co. of New York, trustee of mortgage.

11. Buffalo & Lockport Railway, first mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; denom. \$1,000; dated July 1, 1898, due July 1, 1938; int. payable Jan. and July, at office of Colonial Trust Co. of New York, trustee of mortgage.

12. Lockport & Olcott Railway, first mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$800,000; dated July 1, 1900, due July 1, 1920; denom. \$1,000; coupon, but may be registered; cannot be called before maturity; int. payable Jan. and July, at office of Morton Trust Co. of New York, trustee of mortgage; principal and interest guaranteed by International Traction Co.

13. Niagara Falls & Suspension Bridge Railway Co., first mortgage 6 p. c. gold bonds, authorized and issued, \$518,000; coupon, but may be registered; dated July 1, 1893, due July 1, 1903; int. payable Jan. and July, at office of Third National Bank, Buffalo; trustee of mortgage, Fidelity Trust Co. of Buffalo.

14. Niagara Falls Whirlpool & Northern Railway, first mortgage 5 p. c. bonds, authorized, \$30,000, issued, \$22,500; dated July 24, 1894, due July 1, 1903; denom. \$100,000; int. payable Jan. and July after July, 1896, at Third National Bank, Buffalo; trustee of mortgage, Fidelity Trust Co. of Buffalo.

15. Niagara Falls Suspension Bridge Co., first mortgage 5 p. c. bonds, authorized and issued, \$300,000; dated Nov. 1, 1897, due Jan. 1, 1928; int. due Jan. and July, payable at office of American Exchange National Bank of New York; trustee of mortgage, Toronto General Trust Co. of Toronto.

16. Niagara Falls Park & River Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$600,000; dated Oct. 10, 1893, due Jan. 2, 1914; int. payable Jan. and July at Imperial Bank of Canada, Toronto, trustees of mortgage, D. R. Wilkie and B. B. Osler of Toronto.

17. Lewiston Connecting Bridge Co., first mortgage 5 p. c. bonds, authorized and issued, \$125,000; dated Aug. 1, 1898, due 1928; compound int. payable April & Oct. at American Exchange National Bank of N. Y.; Toronto General Trust Co., trustee of mortgage.

18. Bonds of constituent companies of Buffalo, Tonawanda & Niagara Falls Electric R. R. Co., total authorized and issued, \$100,000, all owned by, and in treasury of International Traction Co.

**Franchises.**—The company's franchises are practically perpetual, having still about 960 years to run.

**Operation.**—The following tables are the combined operating statements of the International Traction Co. system. (See Note.)







| Fiscal Year ending June 30,                                       | 1901.       | 1902.       | 6 mos end'g<br>Dec. 31, '02 |
|-------------------------------------------------------------------|-------------|-------------|-----------------------------|
| Gross earnings from operation.....                                | \$3,129,094 | \$4,426,675 | \$1,888,254                 |
| Op'rt'g exp. (includ. taxes, rentals, etc)                        | 1,574,887   | 2,256,481   | 999,655                     |
| Net earnings from operation.....                                  | 1,554,207   | 2,170,194   | 888,599                     |
| Income from other sources.....                                    | 228,405     | 348,744     | 35,436                      |
| Gross income, less operating expenses                             | 1,782,612   | 2,518,938   | 924,035                     |
| Fixed charges (including int. on.....<br>bonds of I. T. Co.)..... | 1,649,967   | 1,757,877   | 774,555                     |
| Surp. for year avail. for divi. I. T. Co.                         | 132,645     | 761,061     | 149,480                     |
| Per cent of op. ex. to gross earnings.                            | 50.33       | 50.97       | 52.94                       |
| *Deficit                                                          |             |             |                             |

NOTE.—Includes operation, plant and equipment of Crosstown Street Ry. Co. of Buffalo.

**Plant and Equipment.**—Miles of track (electric) owned, 330.49, leased under 999 years' lease, 22.462, total operated, 352.95; gauge, 4 ft. 8½ in.; 965 cars, of which 724 are motor cars, 239 trail and service cars, and 2 elec. locomotives for hauling freight on B. & L. Ry. and L. and O. Ry. divisions; power supplied by Niagara Falls Power Co.; storage battery, 6,000 amp. (See Note.)

**Officers.**—Pres. W. Caryl Ely, V. Pres. Daniel S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. T. E. Mitten, Audr. H. M. Pease.

**Directors.**—T. DeWitt Cuyler, Philadelphia, Pa.; Daniel S. Lamont, Francis Lynde Stetson, William B. Rankine, Charles Steele, Daniel O'Day, Temple Bowdoin, New York City; W. Caryl Ely, Burt Van Horn, Henry M. Watson, Robert L. Fryer, Elliott C. McDougal, Henry J. Pierce, Buffalo, N. Y., Edwin H. Boyd, Thos. G. Blackstock, Toronto, Ont.

**General Offices,** 178-180 Main St., Buffalo, N. Y.

**References.**—Annual report, Vol. XX, Sept. 13, '02, p. 360; telephone system, Vol. XXI, Feb. 28, '03, p. 316 (ill.); multiple unit system, Vol. XXI, Feb. 28, '03, p. 318 (ill.)

Date of information, Mar., 1903.

For map of system see inset between pages 154 and 155.

**Crosstown Street Railway Co. of Buffalo.**—(Owned and operated by International Railway Co.) Chartered Feb. 1, 1890; annual meeting, third Tuesday in Nov.

**Capital Stock,** authorized, \$3,000,000, issued, \$2,860,000; all in treasury of International Railway Co.

**Funded Debt.**—Crosstown Street Railway Co. of Buffalo first mortgage 5 p. c. bonds, authorized, \$3,000,000, issued, \$2,974,000; coupon, but may be registered; dated May 1, 1890, due 1930; denom. \$1,000; int. payable May and Nov., at office of Metropolitan Trust Co. of New York, trustee of mortgage.

**Operation, Plant and Equipment** included in report of International Ry. Co. above.

**Officers.**—Same as International Ry. Co.

**Directors.**—W. Caryl Ely, W. B. Rankine, F. L. Stetson, D. S. Lamont, R. L. Fryer, Temple Bowdoin, T. De W. Cuyler.

**General Offices,** 178-180 Main St., Buffalo, N. Y.

Date of information, Apr., 1903.

**Buffalo, Hamburg & Aurora Electric Railway Co.**—Chartered March 15, 1898, for 999 years, to build an electric railway from Buffalo to Hamburg, Orchard Park and Aurora. Annual meeting third Tuesday in January. Operation of part of the road was commenced July, 1900. Entire line was in operation early in 1901. This road has been placed in the hands of a receiver.

**Capital Stock,** authorized, \$400,000, issued, \$54,800; held in treasury, \$345,200.

**Funded Debt.**—First mortgage gold bonds, authorized, \$400,000, issued, \$300,000; held in treasury, \$100,000; dated July, 1898, due July, 1922; denom. \$100, \$500 and \$1,000; int. payable at the office of Buffalo Loan & Safe Deposit Trust Co. of Buffalo, N. Y., trustee of mortgage.

Cost of road to Jan. 1, 1901, \$227,000.

**Plant and Equipment**—Miles of track (electric), 21.33; gauge, 4 ft. 8½ in.; 60 lb. and 67 lb. T and girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; 1,050 H. P. station plant; 2-300 K. W. dynamos.

**Officer.**—Recr. Robt. W. Day, 650 Ellicott Sq., Buffalo, N. Y.

Date of information, Mar., 1903

**Buffalo & Depew Railway Co.**—Chartered Apr. 27, 1897. Annual meeting first Monday in Sept. This company is owned and controlled by the Railways Company General of Philadelphia.

**Capital Stock,** authorized, \$350,000, paid in, \$12,500; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$350,000; dated July 1, 1900, due 1930; demon, \$1,000 int. payable at

the office of Germantown Real Estate & Trust Co., of Philadelphia, trustee of mortgage.

**OPERATION.**—Year ending June 30, 1902.

|                             |          |
|-----------------------------|----------|
| Total receipts.....         | \$10,267 |
| Operating expenses.....     | 20,590   |
| Deficit from operation..... | 10,322   |
| Deductions from income.     |          |
| Interest.....               | 17,540   |
| Taxes.....                  | 1,586    |
| Net deficit.....            | 29,448   |
| Total deficit.....          | 33,948   |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 211,249 |
| Car miles run.....                   | 206,119 |
| Total receipts per car mile.....     | \$0.05  |
| Operating expenses per car mile..... | .10     |

**BALANCE SHEET.**—Dated June 30, 1902.

| Assets.                            | Liabilities.                     |
|------------------------------------|----------------------------------|
| Cost of con. and equip...\$706,055 | Capital stock.....\$350,000      |
| Cash.....105                       | Funded debt.....350,000          |
| Material and supplies...1,147      | Interest due and accrued. 26,250 |
| Profit and loss (deficit)...33,948 | Loans.....14,000                 |
|                                    | Accounts payable.....1,065       |
| <b>\$741,315</b>                   | <b>\$741,315</b>                 |

**Plant and Equipment.**—Miles of track (electric), 14.50; gauge, 4 ft. 8½ in.; 60 lb. rail; 5 motor cars.

**Officers.**—Pres. Evans R. Dick, V. Pres. Gerald Holsman, Sec. & Treas. John J. Collier, Gen. Supt. D. A. Hegarty.

**Directors.**—Evans R. Dick, Ogden Hoffman, D. A. Hegarty, Samuel Welsh, Edw. B. Smith, Philadelphia, Pa.; Geo. A. Ricker, H. P. Bissell, H. A. Foster, Wm. B. Cutter, Buffalo, N. Y.

**General Office,** North American Bldg., Philadelphia, Pa.

Date of information, Mar., 1903.

#### CANANDAIGUA.

Population in 1880, 5 726, in 1890, 5,868, in 1900, 6,000.

**Ontario Light & Traction Co.**—Chartered June 11, 1900, as the successor, by purchase on April 21, 1900, of the Canandaigua Electric Light & Railroad Co., which was chartered Mar. 6, 1888, as the Canandaigua Electric Light Co. Charter amended and name changed July 21, 1893. Annual meeting third Tuesday in Feb. This company also owns an electric lighting plant. The plant is run by steam and water power situated five miles away.

**CAPITAL STOCK,** of railroad division, authorized and issued, \$30,000.

**FUNDED DEBT,** of railroad division, \$37,359.

**OPERATION.**—The following report refers to the railway property only.

| Year ending June 30,         | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|
| Receipts from operation..... | \$5,431 | \$4,798 | \$4,356 | \$4,825 | \$6,831 |
| " other sources..            | 100     | 75      | 72      | 89      | 100     |
| " total.....                 | 5,531   | 4,873   | 4,428   | 4,914   | 6,931   |
| Operating expenses.....      | 5,320   | 3,378   | 2,688   | 3,375   | 5,987   |
| Earnings from operation..... | 211     | 1,495   | 1,740   | 1,539   | 944     |
| Deductions from earnings.    |         |         |         |         |         |
| Taxes.....                   | 238     | 202     | 270     | 301     | 257     |
| Net income.....              | *27     | 1,293   | 1,470   | 1,238   | 687     |
| To surplus account.....      | 3,962   |         |         |         | 687     |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,         | 1898.   | 1899.  | 1900.  | 1901.  | 1902.   |
|------------------------------|---------|--------|--------|--------|---------|
| Passengers carried.....      | 118,492 | 98,624 | 89,085 | 98,283 | 138,667 |
| Car miles run.....           | 64,545  | 46,419 | 41,593 | 42,508 | 73,557  |
| Total receipts per car mile. |         |        |        |        | \$0.094 |
| Operating exp. " " "         |         |        |        |        | .081    |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------|----------|----------|----------|----------|----------|
| Cost of road..... | \$58,594 | \$58,749 | \$58,902 | \$59,064 | \$69,785 |
| " equipment.....  | 6,118    | 6,670    | 6,747    | 8,296    |          |
| Total.....        | \$64,712 | \$65,419 | \$65,649 | \$67,359 | \$69,785 |

#### LIABILITIES.

|                    |          |           |           |          |          |
|--------------------|----------|-----------|-----------|----------|----------|
| Capital stock..... | \$30,000 | *\$30,000 | *\$30,000 | \$30,000 | \$30,000 |
| Funded debt.....   |          | *35,419   | 35,649    | 37,359   | 39,785   |
| Loans.....         |          |           |           |          |          |

Total.....\$64,712 \$65,419 \$65,649 \$67,359 \$69,785  
\*Being part of whole capital stock and funded debt charged to railroad.

Please note date of information at end of each report.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. girder rail; 3 motor cars and 5 trail cars; Payne engines, Gen. Elec. dynamos and motors, Jones, Stephenson and American cars.

**OFFICERS.**—Pres. Treas. & Gen. Man. J. H. Pardee, Sec. H. B. Ferguson.

**DIRECTORS.**—Wm. A. Trumbull, Edw. S. Gibbs, H. C. Mandeville, Elmira, N. Y.; H. B. Ferguson, J. H. Pardee, Canandaigua.

**GENERAL OFFICE,** Canandaigua, N. Y.

Date of information, Mar., 1903.

**Ontario & Wayne Traction Co.**—Chartered Aug. 28, 1901, to build an electric railway from Canandaigua to Pultneyville, a distance of 30 miles.

**CAPITAL STOCK,** authorized, \$500,000; issued, \$30,000.

**OFFICERS.**—Pres. John Raines, Canandaigua, N. Y.; V. Pres. Barnet H. Davis, Palmyra, N. Y.; Sec. J. L. Burnett, Canandaigua, N. Y.; Treas. J. H. Pardee, Canandaigua, N. Y.

**DIRECTORS.**—John Raines, Walter H. Knapp, J. L. Burnett, W. L. Parkhurst, L. S. Cuyler, Barnet H. Davis, Frederick W. Griffith, J. Morgan Stoddard, J. H. Pardee.

**GENERAL OFFICE,** Canandaigua, N. Y.

Date of information, Mar., 1903.

### CATSKILL.

Population in 1880, 4,320, in 1890, 4,920, in 1902 (local estimate), 8,566.

**Catskill Electric Railway Co.**—Incorporated Jan. 14, 1897; village of Catskill franchise granted Mar. 15, 1897. Annual meeting second Monday in March. This company subsequently filed a certificate of extension from Catskill Landing to Cairo, Windham and Oak Hill, 23 miles.

**CAPITAL STOCK,** authorized, \$400,000, issued, \$60,000; par value, \$100.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$400,000, issued, \$54,000; dated May 1, 1899, due 1949; denom. \$1,000; int. payable (when issued) Jan. and July, at office of the company.

| OPERATION.—Year ending June 30. |         |         |
|---------------------------------|---------|---------|
|                                 | 1901.   | 1902.   |
| Total receipts.....             | \$8,835 | \$8,863 |
| Operating expenses.....         | 6,673   | 7,674   |
| Earnings from operation.....    | *2,162  | 1,189   |
| Interest on funded debt.....    | 2,587   | 2,700   |
| Taxes.....                      |         | 254     |
|                                 |         | *1,766  |
| Total deficit.....              | 425     | 3,573   |
| *Deficit.                       |         |         |

#### STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |         |
|--------------------------------------|---------|
| Passengers carried.....              | 176,595 |
| Car miles run.....                   | 100,134 |
| Total receipts per car mile.....     | \$.089  |
| Operating expenses per car mile..... | .077    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                        |           |           |
|--------------------------------|-----------|-----------|
|                                | 1901.     | 1902.     |
| Cost of road and equip.....    | \$114,256 | \$114,256 |
| Cash.....                      | 105       | 410       |
| Other accounts.....            | 170       | 1,013     |
| Material and supplies.....     | 74        | 84        |
| Profit and loss (deficit)..... | 1,853     | 3,573     |

Total.....\$117,993 \$119,337

| LIABILITIES.                 |           |           |
|------------------------------|-----------|-----------|
|                              | 1901.     | 1902.     |
| Capital stock.....           | \$ 60,000 | \$ 60,000 |
| Funded debt.....             | 54,000    | 54,000    |
| Interest on funded debt..... | 2,587     | 3,937     |
| Sundries.....                | 1,406     | 1,400     |

Total.....\$117,993 \$119,337

**PLANT AND EQUIPMENT.**—Miles of track (electric) 2.9; gauge, 4 ft. 8½ in.; 70 lb. rail; 10 motor cars; A. & S. engines, T. & H. dynamos, West. motors, Brill cars and trucks.

**OFFICERS.**—Pres. W. E. Stewart, V. Pres. M. W. Conway, Brooklyn, N. Y.; Sec. & Treas. W. C. Wood, 15th & Madison Sts., Hoboken, N. J.; Supt. D. W. Sharpe, Catskill, N. Y.

**DIRECTORS.**—W. E. Stewart, M. W. Conway, W. C. Wood, Daniel F. Lewis, S. S. Bowman, H. A. Mock, A. F. Wainwright, H. M. Shaw, Chas. J. Purdey.

**GENERAL OFFICE,** Railroad Ave. & Main St., Catskill, N. Y.

Date of information, Oct., 1902.

### CITY ISLAND (New York City).

Population in 1880, 989, in 1890, 1,206, in 1900, 1,852.

**Pelham Park Railroad Co.**—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

**CAPITAL STOCK,** authorized and issued, \$50,000; par value, \$25 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$50,000; coupon, but may be registered; dated Apr. 1, 1887, due 1907; denom. \$500; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

#### OPERATION.—Year ending June 30,

|                              | 1898.   | 1899.   | 1900.   | 1901.   | 1902.    |
|------------------------------|---------|---------|---------|---------|----------|
| Receipts from passengers.... | \$8,078 | \$8,752 | \$9,537 | \$9,594 | \$ 7,662 |
| " other sources.....         | 1,117   | 530     | 260     | 172     | 2,836    |
| " total.....                 | 9,195   | 9,282   | 9,797   | 9,766   | 10,498   |
| Operating expenses.....      | 9,346   | 5,604   | 7,711   | 7,822   | 9,126    |

|                              |       |       |       |       |       |
|------------------------------|-------|-------|-------|-------|-------|
| Earnings from operation....  | * 151 | 3,678 | 2,086 | 1,884 | 1,372 |
| Deductions from earnings.... | 3,078 | 3,343 | 3,475 | 3,370 | 3,390 |

Net income.....\*3,229 335 \*1,389 \*1,486 \*2,018

Total deficit.....5,514 5,179 6,569 6,568 10,072

\* Deficit.

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                 |  | 1901.   | 1902.   |
|--------------------------------------|--|---------|---------|
| Passengers carried.....              |  | 161,054 | 190,000 |
| Car miles run.....                   |  | 30,660  | 31,000  |
| Total receipts per car mile.....     |  | \$.316  | \$.339  |
| Operating expenses per car mile..... |  | .255    | .294    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                    | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|----------|
| Cost of road.....          | \$44,840 | \$44,937 | \$45,033 | \$54,922 | \$54,922 |
| “ equipment.....           | 9,775    | 9,775    | 9,775    |          |          |
| Stks. & bds. other co.'s.  | 40,023   | 40,023   | 40,023   | 40,023   | 40,023   |
| Current assets.....        | 1,830    | 2,432    | 2,554    | 3,322    | 2,642    |
| Profit and loss (deficit). | 5,515    | 5,179    | 6,569    | 8,054    | 10,072   |

Total.....\$101,983 \$102,346 \$103,954 \$106,321 \$107,659

#### LIABILITIES.

|                                             |          |          |          |          |          |
|---------------------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....                          | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Funded debt.....                            | 50,000   | 50,000   | 50,000   | 50,000   | 50,000   |
| Interest on funded debt due and accrued.... | 750      |          | 750      | 750      | 2,250    |
| Loans.....                                  |          |          |          |          |          |
| Accounts payable.....                       | 1,233    | 2,346    | 3,204    | 5,571    | 5,408    |

Total.....\$101,983 \$102,346 \$103,954 \$106,321 \$107,659

**PLANT AND EQUIPMENT.**—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 30 lb. rail; 16 horses, 9 horse cars.

**OFFICERS.**—Pres. Samuel McMillan, Sec. & Treas. Henry B. Ried.

**DIRECTORS.**—Samuel McMillan, Henry B. Ried, Walter Westervelt, William Crawford, Joseph Snow, Henry J. Crawford, William J. Fryer.

**GENERAL OFFICES,** City Island, New York City, and 104 Havemeyer Bldg., New York City.

Date of information, Sept., 1902.

b

**City Island Railroad.**—Chartered Aug. 30, 1884 for 50 years. Annual meeting first Wednesday in June. This company has a traffic agreement with the Pelham R.R. Co., by which its cars are run on the tracks of this company.

**CAPITAL STOCK,** authorized and issued, \$50,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$27,873; dated Jan. 2, 1888, due 1898; int. payable Jan. and July.

#### OPERATION.—Year ending June 30,

|                         | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------|---------|---------|---------|---------|---------|
| Gross receipts.....     | \$5,296 | \$5,467 | \$6,007 | \$6,161 | \$4,953 |
| Operating expenses..... | 2,028   | 4,328   | 4,307   | 4,626   | 4,038   |

|                              |       |       |       |       |     |
|------------------------------|-------|-------|-------|-------|-----|
| Earnings from operation..... | 3,268 | 1,139 | 1,700 | 1,535 | 915 |
| Deductions from earnings.    |       |       |       |       |     |

|                           |       |     |     |     |       |
|---------------------------|-------|-----|-----|-----|-------|
| Taxes.....                | 285   | 247 | 258 | 247 | 237   |
| Interest on funded debt.. | 3,345 |     |     |     | 1,672 |
| Rentals.....              | 2,436 |     |     |     |       |

Net income.....\*2,798 892 1,442 1,288 \*994

Total surplus account.....\*2,181 402 1,843 3,132 2,138

\*Deficit.

#### STATISTICS OF TRAFFIC.

| Year ending June 30,             |  | 1901.   | 1902.  |
|----------------------------------|--|---------|--------|
| Passengers carried.....          |  | 141,317 | 95,000 |
| Car miles run.....               |  | 29,000  | 15,883 |
| Total receipts per car mile..... |  | \$.213  | \$.313 |
| Operating expenses.....          |  | .159    | .255   |

Please note date of information at end of each report.

| BALANCE SHEET.—Dated June 30, |          |          |          |          |          |
|-------------------------------|----------|----------|----------|----------|----------|
| ASSETS.                       |          |          |          |          |          |
|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road.....             | \$42,634 | \$42,634 | \$42,634 | \$80,134 | \$80,134 |
| Cash and current assets..     | 91       | 595      | 624      | 5,676    | 5,936    |
| Bills and accts. receivable   | 1,334    | 1,724    | 3,272    |          |          |
| Profit and loss (deficit)...  | 490      |          |          |          |          |
| Total.....                    | \$44,549 | \$44,953 | \$46,548 | \$85,809 | \$86,070 |
| LIABILITIES.                  |          |          |          |          |          |
| Capital stock.....            | \$12,500 | \$12,500 | \$12,500 | \$50,000 | \$50,000 |
| Funded debt.....              | 27,873   | 27,873   | 27,873   | 27,873   | 27,873   |
| Interest due and accrued.     | 3,345    | 3,345    | 3,345    | 3,345    | 4,599    |
| Accounts payable.....         | 457      | 833      | 987      | 1,460    | 1,460    |
| Other liabilities.....        | 374      |          |          |          |          |
| Profit and loss (surplus).    |          | 402      | 1,843    | 3,132    | 2,138    |
| Total.....                    | \$44,549 | \$44,953 | \$46,548 | \$85,809 | \$86,070 |

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 30 lb. to 57 lb. steel rail.

OFFICERS.—Pres. George Crawford, Sec. & Treas. Albert C. Mc Millan.

DIRECTORS.—George Crawford, James Thomson, A. Becker, Joseph Pronick, James McClenahan, Walter S. Thomson.

GENERAL OFFICE, 2755 Broadway, New York City.

Date of information, Sept., 1902.

b

### COHOES.

Population in 1880, 19,416, in 1890, 22,509, in 1900, 24,108.

The Cohoes City Railway Co.—Chartered July 29, 1894. On Dec. 30, 1899, this company made a traffic agreement through the Albany Ry. with the United Traction Co. of Albany. In Dec., 1902, the car house and greater part of the cars and other equipment of this company were destroyed by fire, and the company entered into an agreement with the United Traction Co. of Albany, for the operation of its cars over the several lines of the Cohoes City Ry. Co.

CAPITAL STOCK, authorized and issued, \$50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, \$50,000; due July 1, 1905. Second mortgage 6 p. c. gold bonds, \$35,000, due May 1, 1906.

OPERATION.—Year ending June 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Receipts from passengers..... | \$20,301 | \$20,625 | \$20,005 | \$24,815 |
| " other sources.....          | 7,843    | 7,576    | 6,097    | 250      |
| Receipts total.....           | 28,144   | 28,201   | 26,102   | 25,065   |
| Operating expenses.....       | 29,865   | 32,541   | 21,921   | 21,616   |
| Earnings from operation.....  | *1,721   | *4,340   | 4,181    | 3,449    |
| Deductions from earnings.     |          |          |          |          |
| Interest.....                 | 5,100    | 5,100    | 5,100    | 5,580    |
| Taxes.....                    | 1,301    | 1,403    | 2,235    | 1,837    |
| Net income.....               | *8,122   | *10,843  | *3,155   | *3,968   |
| To surplus account.....       | *18,183  | *29,026  | *32,181  | *36,149  |
| *Deficit.                     |          |          |          |          |

### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.   | 1902.   |
|--------------------------------------|---------|---------|
| Passengers carried.....              | 475,850 | 454,229 |
| Transfers.....                       |         | 73,447  |
| Car miles run.....                   | 207,468 | 209,724 |
| Total receipts per car mile.....     | \$.125  | \$.120  |
| Operating expenses per car mile..... | .106    | .103    |

BALANCE SHEET.—Dated June 30,

| ASSETS.                        |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
|                                | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equipment..   | \$152,377 | \$152,422 | \$151,637 | \$151,812 |
| Cash.....                      | 1,344     | 606       | 1,951     | 3,314     |
| Other assets.....              | 187       | 7,341     | 6,135     | 6,003     |
| Profit and loss (deficit)..... | 18,183    | 29,026    | 32,181    | 36,149    |
| Total.....                     | \$172,091 | \$189,395 | \$191,904 | \$197,279 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Funded debt.....               | 85,000    | 85,000    | 85,000    | 85,000    |
| Loans.....                     | 36,500    | 47,000    | 47,000    | 47,000    |
| Accounts payable.....          |           |           | 7,825     | 10,083    |
| Other liabilities.....         | 591       | 7,395     | 2,078     | 5,195     |
| Total.....                     | \$172,091 | \$189,395 | \$191,904 | \$197,279 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; 14 motor cars, 1 snow plow, 1 sweeper.

OFFICERS.—Pres. John W. McNamara, Treas. T. I. Van Antwerp, Gen. Man. E. S. Fassett, Supt. John F. Hartly.

DIRECTORS.—R. C. Pruyn, J. W. McNamara, E. S. Fassett, T. I. Van Antwerp, A. Hessberg, J. E. McLean, John Clute, James McCredie, Joseph J. Hagen.

GENERAL OFFICE, 598 Broadway, Albany, N. Y.

Date of information, Mar., 1903.

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### CORNING.

Population in 1880, 7,402, in 1890, 10,188, in 1900, 12,500.

Corning & Painted Post Street Railway.—Chartered Dec. 11, 1894. Operation commenced Nov. 1, 1895. Annual meeting first Tuesday in May.

CAPITAL STOCK, authorized and issued, \$100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$100,000; dated Jan. 1, 1896, due 1910; int. payable Jan. and July.

OPERATION.—Year ending June 30,

|                            | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.. | \$24,716 | \$25,228 | \$27,628 | \$29,244 | \$33,556 |
| " other sources.....       | 113      | 112      | 130      | 1,559    | 343      |
| " total.....               | 24,849   | 25,340   | 27,758   | 30,803   | 33,899   |
| Operating expenses.....    | 19,226   | 20,026   | 20,936   | 18,806   | 20,826   |
| Earnings from operation... | 5,603    | 5,314    | 6,822    | 11,997   | 13,073   |
| Deductions from earnings.  |          |          |          |          |          |
| Interest on funded debt.   | 5,000    | 5,000    | 5,000    | 5,000    | 5,000    |
| " unfunded "               | 325      | 653      | 538      | 675      | 585      |
| Taxes.....                 | 1,013    | 1,034    | 1,039    | 1,360    | 1,822    |
| Deficit.....               | 734      | 1,373    | *245     | *4,962   | *5,667   |
| Total deficit.....         | 3,670    | 5,042    |          | *164     | *5,778   |
| *Surplus.                  |          |          |          |          |          |

### OPERATING EXPENSES.

| Year ending June 30,        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$ 4,495 | \$ 4,995 | \$ 4,084 | \$ 3,528 | \$ 4,593 |
| Transportation expenses...  | 12,504   | 12,243   | 11,928   | 12,418   | 11,565   |
| Maint. of way and bldgs.... | 1,320    | 1,343    | 2,438    | 1,430    | 2,818    |
| " equipment...              | 907      | 1,445    | 2,486    | 1,431    | 1,849    |
| Total.....                  | \$19,226 | \$20,026 | \$20,936 | \$18,806 | \$20,826 |

### STATISTICS OF TRAFFIC.

| Year ending June 30,         | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|
| Revenue pass. carried.....   | 492,226 | 503,220 | 552,257 | 599,198 | 666,412 |
| Transfer ".....              |         | 25,278  | 24,614  | 12,484  | 19,984  |
| Car miles run.....           | 187,106 | 181,973 | 183,827 | 173,750 | 173,638 |
| Total receipts per car mile. | \$.132  | \$.139  | \$.151  | \$.177  | \$.195  |
| Oper. exp. per car mile..... | .102    | .110    | .113    | .108    | .120    |

BALANCE SHEET.—Dated June 30,

| ASSETS.                    |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
|                            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....          | \$130,853 | \$130,853 | \$130,853 | \$205,521 | \$205,771 |
| Cost of equipment.....     | 73,005    | 73,191    | 73,222    |           |           |
| Cash.....                  | 588       | 335       | 355       | 2,461     | 111       |
| Bills receivable.....      | 36        | 36        | 211       | 211       | 3,750     |
| Materials and supplies.    | 1,013     | 1,363     | 1,363     | 1,363     | 1,363     |
| Unexpired insur. & int.    | 835       | 780       | 1,083     |           |           |
| Other assets.....          |           |           |           | 609       | 637       |
| Profit and loss (deficit). | 3,670     | 5,042     | 4,850     |           |           |
| Total.....                 | \$210,000 | \$211,600 | \$211,937 | \$210,165 | \$211,633 |
| LIABILITIES.               |           |           |           |           |           |
| Capital stock.....         | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....           | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Accounts payable.....      | 10,000    | 11,600    | 11,937    | 10,053    | 5,854     |
| Profit and loss (surplus)  |           |           |           | 111       | 5,778     |
| Total.....                 | \$210,000 | \$211,600 | \$211,937 | \$210,165 | \$211,633 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.9; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder and T rail; 12 motor cars; Paine engines, Walker dynamos, Gen. Elec. 800 motors, Brill cars and trucks.

OFFICERS.—Pres. Lucian A. Taylor, Sec. & Asst. Treas. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Supt. J. A. Wilcox.

DIRECTORS.—W. H. Tylee, F. H. Viele, L. A. Taylor, Worcester, Mass.; C. L. B. Tylee, Newark, N. Y.; C. M. Hyde, W. J. Cheney, H. H. Kendall, John A. Wilcox, James A. Drake, Corning, N. Y.; Geo. E. Tylee, Holliston, Mass.

GENERAL OFFICE, 832 State Mutual Bldg., Worcester, Mass.

Date of information, Mar., 1903.

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### CORTLAND.

Population in 1880, 4,050, in 1890, 8,590, in 1900, 9,014.

Cortland County Traction Co.—This company was organized July 1, 1901, to take possession of the property of the Cortland & Homer Traction Co., which was placed in the hands of a receiver Oct. 15, 1900. A sale was held April 23, 1901, and the property was purchased by a committee of bondholders in their interests; and the above company formed to operate the road. Annual meeting July 21.

CAPITAL STOCK, authorized and issued, \$320,000; par value, \$100 per share; preferred stock, authorized and issued, \$200,000; par value \$100 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, \$180,000; dated Apr. 1, 1901, due 1920; int. payable Apr. and

Oct., at office of County Savings Bank & Trust Co., of Scranton, Pa. trustee of mortgage.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Rechts. from passengers.        | \$29,516 | \$25,888 | \$28,783 | \$31,335 | \$37,482 |
| " other sources....             | 4,890    | 7,653    | 142      | 289      | 135      |
| " total.....                    | 34,406   | 33,541   | 28,925   | 31,624   | 37,617   |
| Operating expenses....          | 17,965   | 16,855   | 16,927   | 19,857   | 31,431   |
| Earnings from operation         | 16,441   | 16,686   | 11,998   | 11,767   | 6,186    |
| Deductions from earn'gs         |          |          |          |          |          |
| Interest.....                   | 18,908   | 19,269   | 19,408   | 5,526    | 7,200    |
| Taxes.....                      | 903      | 1,660    | 1,744    | 1,771    | 1,075    |
| Other deductions...             |          |          | 977      |          |          |
| Net income.....                 | *3,370   | *5,077   | *10,131  | 4,470    | *2,089   |
| Total surplus account...        | 1,027    | *4,049   | *15,600  | *22,142  | *2,089   |
| P.c.op.exp.to total rechs.      | 52.2     | 50.2     | 58.5     | 62.8     | 83.5     |

\*Deficit.

| OPERATING EXPENSES.          |          |          |          |          |          |
|------------------------------|----------|----------|----------|----------|----------|
| Year ending June 30,         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....        | \$ 3,413 | \$ 2,743 | \$ 1,780 | \$2,629  | \$ 4,514 |
| Transportation expenses....  | 11,692   | 11,326   | 11,589   | 12,671   | 16,280   |
| Maintenance of way and bldgs | 1,214    | 692      | 1,018    | 1,529    | 4,411    |
| " " equipment...             | 1,646    | 2,094    | 2,540    | 3,029    | 6,226    |
| Total.....                   | \$17,965 | \$16,855 | \$16,927 | \$19,857 | \$31,431 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,      | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------|---------|---------|---------|---------|---------|
| Revenue pass. carried..   | 620,936 | 596,750 | 572,484 | 622,170 | 745,210 |
| Transfer " " "            |         |         | 13,947  | 17,137  | 25,584  |
| Car miles run.....        | 215,588 | 212,104 | 180,666 | 197,828 | 196,616 |
| Total repts. per car mile | \$ .159 | \$ .158 | \$ .160 | \$ .160 | \$ .189 |
| Op. ex. per car mile....  | .083    | .079    | .094    | .100    | .160    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                     |           |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
|                             | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equip.     | \$626,073 | \$630,236 | \$635,400 | \$638,601 | \$412,027 |
| Other permanent invest.     | 6,766     | 7,884     | 9,786     | 9,751     | 89,775    |
| Cash assets.....            | 1,250     | 843       |           | 984       | 128       |
| Other assets.....           | 847       | 1,797     | 743       | 743       |           |
| Due by agents.....          | 572       | 274       | 369       | 191       | 793       |
| Open accounts.....          | 3,857     | 13,525    | 11,096    | 11,593    | 1,241     |
| Material and supplies...    | 4,676     | 4,797     | 6,178     | 7,240     | 2,394     |
| Office fixtures.....        | 73        | 98        |           |           |           |
| Tools.....                  | 888       | 1,164     |           |           |           |
| Profit and loss (deficit).. |           | 4,049     | 15,600    | 22,142    | 2,089     |
| Total.....                  | \$644,896 | \$662,562 | \$679,172 | \$691,243 | \$508,449 |

#### LIABILITIES.

|                                           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....                        | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$320,000 |
| Funded debt.....                          | 300,000   | 300,000   | 300,000   | 300,000   | 180,000   |
| Int. on funded debt, due and accrued..... | 4,500     |           |           |           |           |
| Other liabilities.....                    |           | 62,562    | 79,112    | 91,244    | 8,449     |
| Accounts payable.....                     | 12,169    |           |           |           |           |
| Loans.....                                | 14,700    |           |           |           |           |
| Accrued taxes, ins., etc.                 |           |           |           |           |           |
| Profit and loss (surplus).                | 4,397     | 1,027     |           |           |           |
| Total.....                                | \$644,896 | \$662,562 | \$679,172 | \$691,244 | \$508,449 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 13 motor and 8 trail cars; Watertown engines, Gen. Elec. dynamos and motors, Cortland and Jackson & Sharp cars.

OFFICERS.—Pres. Frank Battles, (Philadelphia, Pa.), Sec. & Treas Edwin Duffey, Supt. J. A. Maxwell.

DIRECTORS.—C. D. Simpson, H. P. Simpson, Scranton, Pa.; H. Bergholtz, Ithaca, N.Y.; H. Duffey, E. Duffey, B. F. Taylor, G. H. Garrison, E. H. Brewer, Cortland, N. Y.; Frank Battles, W. P. Wait, Philadelphia, Pa.; Geo. H. Fisher, New York City.

GENERAL OFFICE, Randall Bank Building, Cortland, N. Y.

Date of information, Mar., 1903.

#### COXSACKIE.

Coxsackie & Greenville Traction Co.—Chartered July 28, 1898. Annual meeting first Monday in May. This company has been consolidated with the Greene County Traction Co., and expects to build a road from Coxsackie to Norton Hill, about 18 miles.

CAPITAL STOCK, authorized and issued, \$350,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$350,000; dated July 1899, due 1929.

OFFICERS.—Pres. N. A. Calkins, Coxsackie, N. Y.; V. Pres. T. E. Smith, New York; Sec. Lucius Smith, Treas. W. S. Vanderbilt, Gen. Man. Geo. E. Spencer.

DIRECTORS.—N. C. Calkins, W. S. Vanderbilt, Geo. C. Spencer, Arthur E. Walradt, T. E. Smith, Geo. S. Allen, A. E. Calkins.

GENERAL OFFICE, Coxsackie, N. Y.

Date of information, Mar., 1903.

Windham Traction Co.—Chartered July 28, 1898, to construct an electric railway from Durham to Windham, Hensonville and East Windham, about 20 miles. Annual meeting second Tuesday in June.

CAPITAL STOCK, authorized, \$250,000, issued, \$20,000; par value, \$50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, Sec. W. S. Smith, Gen. Man. George C. Spencer.

DIRECTORS.—W. S. Vanderbilt, Geo. C. Spencer, N. A. Calkins, T. E. Smith, W. S. Smith, B. J. Austin, J. D. Farrington, M. E. Ingersoll.

GENERAL OFFICE, 52 Broadway, N. Y. City.

Date of information, Mar., 1903.

Middleburgh & Oak Hill Traction Co.—Chartered July 28, 1898. Annual meeting first Wednesday in June. To construct an electric railway from Middleburgh to Oak Hill, about 25 miles.

CAPITAL STOCK, authorized, \$300,000, issued \$25,000; par value, \$50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, Sec. W. S. Smith, Gen. Man. George Spencer.

DIRECTORS.—W. S. Vanderbilt, Greenville, N. Y.; N. A. Calkins, Coxsackie, N. Y.; Geo. C. Spencer, T. E. Smith, W. S. Smith, J. D. Farrington, B. J. Austin, M. E. Ingersoll, New York City.

GENERAL OFFICE, 52 Broadway, N. Y. City.

Date of information, Mar., 1903.

Oak Hill Traction Co.—Chartered July 28, 1898, to construct an electric railway from Norton Hill to Durham, East Durham and West Durham, about 20 miles.

CAPITAL STOCK, authorized \$250,000, issued, \$20,000; par value, \$50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, V. Pres. & Gen. Man. George C. Spencer, Sec. W. S. Smith.

DIRECTORS.—T. E. Smith, W. S. Smith, G. C. Spencer, J. B. Austin, I. D. Farrington, M. E. Ingersoll, N. A. Calkins, W. S. Vanderbilt.

GENERAL OFFICE, 52 Broadway, N. Y. City.

Date of information, Mar., 1903.

#### DUNKIRK.

Population in 1880, 7,248, in 1890, 9,416, in 1900, 14,346.

Dunkirk & Point Gratiot Traction Co.—Charter and franchise granted in 1899 for 99 years. The road was placed in operation July 20, 1900, and is operated as a summer road only. Annual meeting first Monday in Apr.

CAPITAL STOCK, authorized and issued, \$25,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$55,000; dated July 1, 1900, due 1930; denom. \$500; int. payable Jan. and July, at office of N. Y. Security & Trust Co., of New York City, trustee of mortgage.

| OPERATION.—Year ending June 30,               |         |         |  |
|-----------------------------------------------|---------|---------|--|
|                                               | 1901.   | 1902.   |  |
| Receipts from passengers.....                 | \$6,876 | \$6,204 |  |
| " other sources.....                          |         | 2,770   |  |
| " total.....                                  | 6,876   | 8,974   |  |
| Operating expenses.....                       | 2,927   | 4,594   |  |
| Earnings from operation.....                  | 3,949   | 4,380   |  |
| Deductions from earnings.                     |         |         |  |
| Interest on bonds.....                        | 2,750   | 2,750   |  |
| Other interest.....                           | 151     |         |  |
| Taxes.....                                    | 13      | 10      |  |
| Net income.....                               | 1,035   | 1,620   |  |
| Per cent. operating expenses to receipts..... | 42.6    | 51.2    |  |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 201,811 |
| Car miles run.....                   | 20,980  |
| Total receipts per car mile.....     | \$4.28  |
| Operating expenses per car mile..... | .219    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                         |          |          |
|---------------------------------|----------|----------|
|                                 | 1901.    | 1902.    |
| Cost of road and equipment..... | \$83,766 | \$86,634 |
| Cash.....                       | 1,233    | 34       |
| Material and supplies.....      | 678      | 1,155    |
| Total.....                      | \$85,677 | \$87,824 |

Please note date of information at end of each report.

| LIABILITIES.                    | 1901.           | 1902.           |
|---------------------------------|-----------------|-----------------|
| Capital stock .....             | \$25,000        | \$25,000        |
| Funded debt .....               | 55,000          | \$55,000        |
| Accrued interest .....          | 2,914           |                 |
| Accounts payable .....          | 1,728           | 5,169           |
| Profit and loss (surplus) ..... | 1,035           | 2,655           |
| <b>Total .....</b>              | <b>\$85,677</b> | <b>\$87,824</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars and 8 trail cars; 200 H. P. station plant.

**OFFICERS.**—Pres. D. F. Toomey, Sec. & Supt. Robt. Douglass, Treas. W. J. Conners.

**DIRECTORS.**—D. F. Toomey, A. C. Dotterweich, E. C. Haggett, B. L. Harrison, F. B. Barman, M. P. Toomey, Peter Meister, Jr., J. C. Haggett, N. J. Lenneitz, W. J. Conners.

**GENERAL OFFICE,** 309 Central Ave., Dunkirk, N. Y.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Sept., 1902.

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### ELMIRA, N. Y.

Population in 1880, 20,541, in 1890, 30,893, in 1900, 35,672.

**Elmira Water, Light & Railroad Co.**—Chartered May 26, 1900. This company purchased the properties of the Elmira & Horseheads Ry. Co., and the Maple Ave., Ry. Co., May 28, 1900, and thereby acquired from the latter company the properties of the West Water St. R. R. Co. This property was previously owned and operated by the Elmira Municipal Improvement Co., which also owned the water, gas and electric lighting properties of Elmira, together with Rorick Glen Park. On July 1, 1901, this company leased the West Side Street Railway.

**CAPITAL STOCK,** authorized and issued \$1,000,000; par value, \$100 per share.

**FUNDED DEBT,** \$3,200,000; as follows.

First mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,661,000; in escrow to retire Water Works Bonds due 1913, \$339,000; dated 1899, due Jan. 1, 1949; denom. \$1,000, subject to call at 105 and interest; int. payable Jan. and July.

Second (income) mortgage, 4 p. c. bonds, authorized and issued \$1,200,000; dated 1899, subject to call at any time at par.

**OPERATION.**—The figures here given are for the combined properties as previously operated by Elmira & Horseheads Ry. Co., and the Maple Ave. Ry. Co., to May 31, 1900.

|                          | Year ending June 30, 1898. | *10 mos. ending Apr. 30, 1899. | Years ending—<br>June 30, 1900. | June 30, 1901. | June 30, 1902. |
|--------------------------|----------------------------|--------------------------------|---------------------------------|----------------|----------------|
| Receipts from pass. .... | \$60,180                   | \$51,884                       | \$71,124                        | \$89,548       | \$160,865      |
| " oth'r sources ..       | 1,989                      | 2,217                          | 4,576                           | 2,573          | 1,367          |
| " total .....            | 62,169                     | 54,101                         | 75,700                          | 92,121         | 162,232        |
| Operating expenses ....  | 64,164                     | 47,415                         | 58,821                          | 78,215         | 128,309        |
| Ern'gs from operation .. | †1,995                     | 6,686                          | 16,879                          | 13,906         | 33,923         |
| Deduct. from earnings.   |                            |                                |                                 |                |                |
| Interest .....           |                            | 3,180                          | 2,965                           | 15,363         | 18,424         |
| Taxes .....              | 4,162                      | 3,468                          | 4,042                           | 2,924          | 4,880          |
| Rentals & miscellane's   |                            | 833                            | 8,336                           | 8,853          | 17,904         |
| Park expenses .....      |                            | 848                            | 2,885                           |                |                |
| Net income .....         | \$6,157                    | †1,643                         | †1,349                          | †13,234        | †7,286         |
| Total surplus acct. .... |                            | †24,275                        | †11,378                         |                |                |

\* Operation figures for these 10 months cover the combined system.

† Deficit.

‡ This amount of surplus includes, \$9,955; the amount of surplus transferred to new company by Maple Ave. Ry. Co., May 31, 1900.

§ 1901 report is for Elmira & Horseheads Ry. Co. 1902 report is for consolidated properties.

#### OPERATING EXPENSES.

| Year ending June 30,                   | 1901.         | 1902.          |
|----------------------------------------|---------------|----------------|
| General expenses .....                 | \$11,189      | \$14,364       |
| Transportation expenses .....          | 51,318        | 82,340         |
| Maintenance of way and buildings ..... | 8,036         | 15,258         |
| " equipment .....                      | 7,672         | 16,346         |
| <b>Total .....</b>                     | <b>78,215</b> | <b>128,309</b> |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                  | 1901.     | 1902.     |
|---------------------------------------|-----------|-----------|
| Revenue passengers carried .....      | 2,128,966 | 2,511,146 |
| Transfer " .....                      | 339,463   | 1,644,060 |
| Car miles run .....                   | 733,881   | 1,165,824 |
| Total receipts per car mile .....     | \$.126    | \$.139    |
| Operating expenses per car mile ..... | .107      | .110      |

**BALANCE SHEET.**—(That given for 1900 is of the Elmira Water, Light & R. R. Co.)—Dated

| ASSETS.                     | June 30, 1898.   | June 30, 1899.   | Apr. 30, 1900.   | June 30, 1901.     | June 30, 1902.   |
|-----------------------------|------------------|------------------|------------------|--------------------|------------------|
| Cost of road .....          | \$421,682        | \$427,391        | \$444,038        | \$302,113          | \$346,516        |
| " equipment ..              | 44,628           | 39,794           | 52,982           |                    |                  |
| Addit's & betterments ..    |                  |                  | 24,875           |                    |                  |
| Cash .....                  | 948              |                  | 185              |                    |                  |
| Bills receivable .....      | 2,037            | 636              |                  | 121,596            |                  |
| Open accounts .....         |                  | 39,241           | 22,730           |                    | 110,068          |
| Supplies .....              | 9,720            | 7,865            |                  | 6,424              | 1,005            |
| Other asset .....           |                  |                  | a                | 3,782,075          |                  |
| Prepaid insurance .....     |                  |                  |                  |                    | 303              |
| Profit and loss (def't) ..  | 123,849          | 24,275           | *15,676          | 13,234             | 7,286            |
| <b>Total .....</b>          | <b>\$602,864</b> | <b>\$539,204</b> | <b>\$560,486</b> | <b>\$4,225,441</b> | <b>\$465,177</b> |
| <b>LIABILITIES.</b>         |                  |                  |                  |                    |                  |
| Capital stock .....         | \$380,000        | \$380,000        | \$462,074        | \$1,000,000        | \$443,760        |
| Funded debt .....           |                  |                  |                  | 3,200,000          |                  |
| Accrued taxes and int. .... |                  |                  | 759              |                    | 1,399            |
| Bills payable .....         | 222,864          | 159,204          | 96,230           | 25,441             | 20,019           |
| Open accounts .....         |                  |                  |                  |                    |                  |
| Profit and loss (surp) ..   |                  |                  | 1,423            |                    |                  |
| <b>Total .....</b>          | <b>\$602,864</b> | <b>\$539,204</b> | <b>\$560,486</b> | <b>\$4,225,441</b> | <b>\$465,177</b> |

\* Profit and loss accounts of old companies bought.

† This amount consists of notes, old claims and interest, and former capital stock of Elmira & Horseheads Ry. Co.

A. Includes assets of Water Works, gas plant and electric light plant.

**PLANT AND EQUIPMENT.**—Miles of track (electric), owned, 14.2; leased, 13.1; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 8 horses; 44 motor cars and 6 trail cars; Mcl. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

**OFFICERS.**—Pres. Ray Tompkins, V. Pres. & Gen. Man. W. W. Cole, Sec. & Treas. John M. Diven, Audr. H. M. Beardsley, Supt. F. G. Maloney.

**DIRECTORS.**—Ray Tompkins, M. H. Arnot, W. W. Cole, Elmira, N. Y.; S. R. Bertron, R. S. Storrs, 40 Wall St., New York.

**GENERAL OFFICE,** Realty Bldg, Elmira, N. Y.

**REFERENCES.**—Park, Vol. XVII, Mar. 2, '01, p. 309; sale of property, Vol. XVII, Mar. 30, '01, p. 375, Brown system of discipline, Vol. XIX, Mar. 1, '02, p. 258; description of road, Vol. XX, July 5, '02, p. 17 (ill.).

Date of information, Mar., 1903.

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**Maple Avenue Railway Co.**—Chartered May 16, 1887. The property of this company together with that of the West Water Street Ry. Co., was formerly leased to the Elmira & Horseheads Ry. Co., but in Apr., 1899, to cover certain legal technicalities the property of the West Water Street Ry. Co., and the Elmira & Horseheads Ry. Co., was leased to this company. The properties were purchased by the Elmira Water, Light & R. R. Co., May 28, 1900.

Date of information, Mar., 1903.

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**The West Side Street Railroad Co.**—Charter and municipal franchise granted Jan. 30, 1896, for 99 years. Annual meeting first Monday in June. This company is a consolidation (in 1896) of the West Side R. R. Co. and the East Side R. R. Co. This road was leased July 1, 1901, to the Elmira Water, Light & R. R. Co.

**CAPITAL STOCK,** authorized, \$300,000, issued, \$105,000.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized and issued, \$355,000; dated Oct. 1, 1894, due 1914; denom. \$1,000, int. payable Apr. and Oct.

**OPERATION.**—Year ending June 30,

|                             | 1897.    | 1898.    | 1899.    | 1900.    | 1901.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers .. | \$55,997 | \$51,364 | \$51,644 | \$56,315 | \$57,761 |
| " other sources ..          | 424      | 566      | 567      | 2,833    | 1,528    |
| " total .....               | 56,421   | 51,930   | 52,211   | 59,148   | 59,289   |
| Operating expenses .....    | 40,978   | 40,353   | 38,820   | 40,649   | 40,960   |
| Earnings from operation ... | 15,443   | 11,577   | 13,391   | 18,499   | 18,329   |
| Deductions from earnings.   |          |          |          |          |          |
| Interest on funded debt,    |          |          |          |          |          |
| due and accrued .....       | 15,000   | 15,000   | 15,000   | 15,000   | 15,000   |
| Taxes .....                 | 2,323    | 1,878    | 2,356    | 1,962    | 2,438    |
| Net income .....            | *1,880   | *5,301   | *3,966   | 1,537    | 891      |
| Total surplus .....         | 5,936    | 635      | *3,331   | 1,794    | *903     |
| *Deficit.                   |          |          |          |          |          |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,            | 1898.     | 1899.     | 1900.     | 1901.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Revenue passengers carried ..   | 1,025,458 | 1,053,917 | 1,132,330 | 1,227,025 |
| Transfer " ..                   |           |           | 54,823    | 1,160,324 |
| Car miles run .....             | 386,353   | 380,412   | 384,659   | 387,739   |
| Total receipts per car mile ..  | \$.134    | \$.137    | \$.153    | \$.159    |
| Operating exps. per car mile .. | .104      | .102      | .105      | .106      |

Please note date of information at end of each report.



## BALANCE SHEET.—Dated June 30.

| ASSETS.                                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....                         | \$305,031 | \$306,153 | \$307,221 | \$419,887 | \$446,691 |
| " equipment....                           | 108,394   | 108,741   | 108,908   |           |           |
| Cash .....                                | 2,711     | 2,869     | 2,458     | 1,092     | 14,091    |
| Open accounts.....                        | 4,089     |           |           | 1,862     |           |
| Material and supplies..                   | 172       | 4,948     | 7,106     | 7,318     |           |
| Other assets.....                         |           | 532       |           |           |           |
| Profit and loss (deficit)                 |           | 3,331     | 1,794     | 903       |           |
| Total.....                                | \$420,397 | \$426,574 | \$426,574 | \$431,061 | \$460,783 |
| LIABILITIES.                              |           |           |           |           |           |
| Capital stock.....                        | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$105,000 |
| Funded debt.....                          | 300,000   | 300,000   | 300,000   | 300,000   | 355,000   |
| Int. on funded debt, due and accrued..... | 8,250     | 14,750    | 14,750    | 22,250    |           |
| Accounts payable.....                     | 1,450     | 1,761     | 4,186     | 3,811     |           |
| Loans.....                                | 5,063     | 5,053     | 3,551     |           |           |
| Profit and loss (surp.)...                | 634       |           |           |           | 783       |
| Total.....                                | \$420,397 | \$426,574 | \$427,487 | \$431,061 | \$460,783 |

PLANT AND EQUIPMENT.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 56 lb. T rail, 75 lb. and 90 lb. girder rail.

OFFICERS.—Pres. Ray Tompkins, Sec. P. V. Bryan, Treas. H. H. Hallock, Supt. W. W. Cole.

DIRECTORS.—H. H. Hallock, A. E. Ackley, M. H. Arnot, P. V. Bryan, Ray Tompkins, W. S. Carr, W. W. Cole, E. J. Dunn, Boyd McDowell, Elmira.

GENERAL OFFICE, 120 East Water St., Elmira, N. Y.

Date of information, Mar., 1903.

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**Elmira & Seneca Lake Railway Co.**—Chartered June 1, 1896. Annual meeting first Tuesday in June. This road runs from Elmira through Horseheads, Pine Valley, Millport, Croton and Montour Falls to Watkins, passing the famous Watkins Glen and to the shore of Seneca Lake. The capital stock of this company is controlled by the Railways Company General, of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$300,000; dated Nov. 1, 1899, due 1929; denom. \$1,000; int. payable Jan. and July.

| OPERATION.—Year ending June 30, | 1901.    | 1902.    |
|---------------------------------|----------|----------|
| Receipts from passengers.....   | \$30,778 | \$29,611 |
| " " other sources.....          | 139      | 292      |
| " total.....                    | 30,917   | 29,903   |
| Operating expenses.....         | 27,755   | 30,815   |
| Earnings from operation.....    | 3,162    | *912     |
| Deductions from earnings.       |          |          |
| Interest.....                   | 15,000   | 15,009   |
| Taxes.....                      | 599      | 2,716    |
| Deficit.....                    | 13,134   | 18,637   |
| Total deficit.....              |          | 31,770   |
| *Deficit                        |          |          |

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 5,644 | \$ 5,982 |
| Transportation expenses.....          | 19,290   | 19,709   |
| Maintenance of way and buildings..... | 1,592    | 3,309    |
| " of equipment.....                   | 1,230    | 1,815    |
| Total.....                            | \$27,755 | \$30,815 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.   | 1902.   |
|--------------------------------------|---------|---------|
| Passengers carried.....              | 704,956 | 730,400 |
| Car miles run.....                   | 241,622 | 241,434 |
| Total receipts per car mile.....     | \$ .128 | \$ .123 |
| Operating expenses per car mile..... | .114    | .128    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                         | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Cost of road and equipment..... | \$600,000 | \$602,343 |
| Cash .....                      | 1,866     | 509       |
| Sundries.....                   |           | 689       |
| Profit and loss (deficit).....  | 13,134    | 31,770    |
| Total .....                     | \$615,000 | \$635,312 |
| LIABILITIES.                    |           |           |
| Capital stock.....              | \$300,000 | \$300,000 |
| Funded debt.....                | 300,000   | 300,000   |
| Interest on funded debt.....    | 15,000    | 5,750     |
| Other liabilities.....          |           | 29,561    |
| Total.....                      | \$615,000 | \$635,312 |

PLANT AND EQUIPMENT.—Miles of track (electric), 16.9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars; 2-225 K. W. West. generators; 600 H. P. Edgemoor boilers; Harrisburg engines; West. motors; St. Louis cars.

OFFICERS.—Pres. E. R. Dick, Philadelphia, Pa.; V. Pres. Jno. E. Mulford, Montour Falls; Sec. C. L. Hathaway, Horseheads, N. Y.; Treas. J. J. Collier, Philadelphia, Pa.; Supt. E. W. Alexander.

DIRECTORS.—John E. Mulford, Montour Falls; C. L. Hathaway, Horseheads; Oliver P. Hurd, Charles S. Frost, Watkins; George S. Graham, Evans R. Dick, Jay Cook, 3d, J. Ogden Hoffman Gerald Holman, Philadelphia, Pa.

GENERAL OFFICE, Montour Falls, N. Y.

Date of information, Sept., 1902.

b

## FISHKILL.

Population in 1880, 2,503, in 1890, 3,617, in 1900, 3 673.

**Citizens' Railroad Light & Power Co.**—This is a consolidation of the Citizens' St. Ry. Co., which was chartered July 21, 1890, for 50 years, and the Carroll Electric Co. This company leases and operates the property of the Fishkill Electric Ry. Co. Annual meeting second Tuesday in July. This report covers the railway division only.

CAPITAL STOCK, authorized and issued, \$75,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, \$75,000; coupon, but may be registered; dated 1892, due 1912; denom. \$500; int. payable semi-annually in Apr. and Oct., at First National Bank, Fishkill-on-Hudson; trustees of mortgage, John Place, M. E. Curtiss and Thos. Judson.

| OPERATION.—Year ending Dec. 31, | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....             | \$34,616 | \$34,425 | \$36,096 | \$36,772 | \$37,866 |
| Operating expenses.....         | 22,107   | 22,870   | 23,394   | 23,265   | 24,631   |
| Earnings from operation.....    | 11,827   | 11,555   | 12,702   | 13,507   | 13,235   |
| Deduction from earnings.        |          |          |          |          |          |
| Interest on bonds...            | 7,500    | 4,500    | 4,500    | 4,500    | 4,500    |
| Taxes, insurance, etc           | 2,329    | 806      | 819      | 1,104    | 1,150    |
| Rentals.....                    |          | 3,000    | 4,250    | 4,250    | 3,000    |
| Net income.....                 | 1,998    | 3,248    | 3,133    | 3,653    | 4,585    |
| Dividends paid.....             |          |          | 1,875    | 1,875    |          |
| To surplus account.....         | 1,998    |          | 1,258    | 1,778    | 4,585    |
| Total surplus account....       |          | 10,668   | 11,926   | 13,704   | 18,289   |
| P. c. op. exp. to total rec.    | 65.1     | 66.4     | 64.8     | 63.2     | 65.0     |

## OPERATING EXPENSES.

| Year ending June 30, 1902.              |          |
|-----------------------------------------|----------|
| General expenses.....                   | \$ 3,918 |
| Transportation expenses.....            | 14,369   |
| Maintenance of way and structures ..... | 2,640    |
| " " equipment.....                      | 3,704    |
| Total.....                              | \$24,631 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,                | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------------|---------|---------|---------|---------|
| Passengers carried.....             | 695,442 | 725,046 | 738,551 | 765,085 |
| Car miles run.....                  | 193,023 | 174,667 | 179,562 | 167,421 |
| Total receipts per car mile.....    | \$ .178 | \$ .206 | \$ .204 | \$ .226 |
| Operating expenses per car mile.... | .118    | .134    | .129    | .147    |

| BALANCE SHEET.—Dated Dec. 31, | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
| Cost of road and equip.....   | \$153,507 | \$154,407 | \$155,058 | \$155,058 | \$155,288 |
| Bonds of other cos.....       |           |           |           | 3,500     | 6,000     |
| Cash assets.....              | 9,525     | 9,606     | 10,656    | 7,171     | 3,177     |
| Open accounts.....            | 178       |           | 515       | 930       | 7,479     |
| Total.....                    | \$164,110 | \$164,013 | \$166,229 | \$166,660 | \$171,944 |
| LIABILITIES.                  |           |           |           |           |           |
| Capital stock.....            | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 |
| Funded debt.....              | 75,000    | 75,000    | 75,000    | 75,000    | 75,000    |
| Int. on funded debt           | 2,700     | 2,700     | 2,990     | 1,125     | 1,125     |
| Open accounts.....            | 601       | 645       | 1,313     | 1,831     | 2,529     |
| Profit and loss (surp.)       | 10,809    | 10,668    | 11,926    | 13,704    | 18,289    |
| Total.....                    | \$164,110 | \$164,013 | \$166,229 | \$166,660 | \$171,944 |

| PLANT AND EQUIPMENT.—Miles of track (electric), owned, 3.25, leased, 4. total, 7.25; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. T and girder rail; 16 motor cars; Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars. |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. C. B. Reynolds, Ch. Engr. of Power Station W. E. Blakely.                                              |  |
| DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.                                                                                       |  |
| GENERAL OFFICE, Fishkill, N. Y.                                                                                                                                                                                                      |  |
| POWER STATION, Matteawan, N. Y.                                                                                                                                                                                                      |  |
| Date of information, Sept., 1902.                                                                                                                                                                                                    |  |

b

Please note date of information at end of each report.

**Fishkill Electric Railway Co.**—Chartered Mar. 15, 1895, for 50 years. Municipal franchise granted Apr. 4, 1895, in perpetuity. Annual meeting second Tuesday in July. This property is leased to, and operated by the Citizens' Street Ry. Co.

**CAPITAL STOCK**, authorized and issued, \$50,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. coupon bonds, authorized, \$50,000, issued, \$40,000; dated July 1, 1895, due 1915; denom. \$500; int. payable at office of First National Bank of Fishkill; trustees of mortgage, M. E. Curtiss, W. J. Conklin, T. S. Judson.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 58 lb. T rail; 2 motor cars; Gen. Elec. dynamos and motors. **OFFICERS.**—Pres. & Pur. Agt. John T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. Wm. E. Havens, Ch. Engr. W. E. Blakely.

**DIRECTORS.**—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, John Place, W. F. Weston, C. H. Watson, W. H. Southard, A. Ray Smith.

**GENERAL OFFICE**, Fishkill, N. Y.

Date of information, Sept., 1902.

### FRANKFORT.

Population in 1880, 1,085, in 1890, 2,291, in 1899, 2,664.

**Frankfort & Utica Street Railway Co.**—Chartered Feb. 6, 1895. Annual meeting second Tuesday in Mar. This road is owned and operated by the Utica & Mohawk Valley Ry. Co., of Utica, which see.

**GENERAL OFFICE**, Frankfort, N. Y.

Date of information, Jan., 1902.

### FREDONIA.

Population in 1880, 2,692, in 1890, 3,399, in 1900, 4,127.

**Dunkirk & Fredonia Railroad Co.**—Chartered Apr. 21, 1864. Charter extended for 950 years in 1890; amended in 1891. Annual meeting third Monday in July.

**CAPITAL STOCK**, authorized and issued, \$150,000, par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized and issued, \$40,000; dated July 1, 1891, due 1911; denom. \$100, \$500 and \$1,000; int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

Second mortgage 5 p. c. coupon bonds, authorized and issued (see note) \$21,000, dated July 1, 1898, due 1911, int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

Refunding mortgage 5 p. c. coupon bonds, authorized, \$100,000; dated July 1, 1902, due 1952, int. payable Jan. and July, at Fredonia National Bank and Fidelity Trust Co. of Buffalo; trustee of mortgage, Fidelity Trust Co. of Buffalo, N. Y. Only \$39,000 of these bonds were sold, the remainder, \$61,000, were placed in escrow, with the trustee to be held for redemption on payment at maturity in 1911, of the first and second mortgages. This issue was made necessary by a fire on Jan. 25, 1900, which destroyed all of the company's rolling stock and power house.

**NOTE.**—Second mortgage bonds were issued to cancel outstanding loans \$21,000.

**OPERATION.**—Year ending June 30,

|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|----------|
| Rechts. from passengers.....    | \$19,410 | \$20,419 | \$20,807 | \$26,758 | \$37,320 |
| " other sources.....            | 6,658    | 9,375    | 8,161    | 8,665    | 5,982    |
| " total.....                    | 26,068   | 29,794   | 28,968   | 35,423   | 43,302   |
| Operating expenses.....         | 12,308   | 12,790   | 15,116   | 17,588   | 22,018   |
| Earnings from operation....     | 13,760   | 17,004   | 13,852   | 17,835   | 21,284   |
| Taxes and fixed charges.....    | 4,218    | 5,686    | 4,580    | 6,509    | 6,317    |
| Net income.....                 | 9,542    | 11,318   | 9,272    | 11,326   | 14,967   |
| Dividends paid.....             | 6,486    | 6,972    | 4,648    | 4,694    | 12,310   |
| Other deductions.....           | †15,000  |          |          |          |          |
| To surplus account.....         | †11,944  | 4,346    | 4,624    | 6,632    | 2,657    |
| Total sur. account.....         | 2,283    | 6,629    | 11,253   | 17,885   | 20,542   |
| P. c. of exp. to total receipts | 47.2     | 42.9     | 52.1     | 49.6     | 50.8     |
| †15 p. c. stock dividend.       |          |          |          |          |          |
| †Deficit.                       |          |          |          |          |          |

#### OPERATING EXPENSES.

|                              | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|
| General expenses.....        | \$1,207 | \$1,023 | \$1,302 | \$1,086 | \$3,847 |
| Transportation expenses....  | 8,535   | 8,433   | 9,609   | 13,032  | 13,755  |
| Maint. of way and bldgs..... | 826     | 2,056   | 1,977   | 1,188   | 1,835   |
| " " equip.....               | 1,740   | 1,278   | 2,228   | 2,282   | 2,582   |

Total.....\$12,308 \$12,790 \$15,116 \$17,588 \$22,018

#### STATISTICS OF TRAFFIC.

|                                | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....        | 242,062 | 227,568 | 226,298 | 346,395 | 479,959 |
| Car miles run.....             | 61,687  | 58,800  | 58,765  | 89,425  | 89,583  |
| Total receipts per car mile... | \$4.22  | \$5.07  | \$4.93  | \$3.96  | \$4.82  |
| Oper. expenses per car mile..  | .200    | .217    | .257    | .196    | .246    |

**DIVIDENDS.**—In 1895, 1896, 1897, 1898 and 1899, 6 p. c.; in 1900 and 1901, 4 p. c. in 1902, 10 p. c.

| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
| Cost of road.....             | \$119,359 | \$120,304 | \$131,767 | \$236,784 | \$241,148 |
| " equipment.....              | 158,240   | 58,785    | 86,103    |           |           |
| Stocks of other Co's.         |           |           |           |           | 9,594     |
| Material and supp..           | 300       | 500       | 784       | 887       | 500       |
| Open accounts.....            | 1,021     | 810       | 876       | 783       | 2,105     |
| Other assets.....             | 9,594     | 9,650     | 9,594     | 9,594     | 325       |
| Total.....                    | \$188,514 | \$190,049 | \$229,124 | \$248,047 | \$253,673 |
| LIABILITIES.                  |           |           |           |           |           |
| Capital stock.....            | \$116,200 | \$116,200 | \$117,362 | \$123,100 | \$136,410 |
| Funded debt.....              | 40,000    | 61,000    | 61,000    | 61,000    | 61,000    |
| Int. on funded debt,          |           |           |           |           |           |
| due and accrued..             | 11        |           | 366       |           |           |
| Loans.....                    | 21,294    |           | 34,500    | 44,500    | 31,500    |
| Accts. payable, pav-          |           |           |           |           |           |
| ing debt.....                 | 8,025     |           |           |           |           |
| Overdraft at bank..           | 701       |           |           |           | 2,910     |
| Other liabilities...          |           | 6,220     | 4,643     | 1,562     | 1,311     |
| Profit and loss (sur)         | 2,283     | 6,629     | 11,253    | 17,885    | 20,542    |
| Total.....                    | \$188,514 | \$190,049 | \$229,124 | \$248,047 | \$253,673 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 42 lb. and 60 lb. T and girder rail; 7 motor and 15 trail cars; 402 H. P. station plant; Phoenix and Noye engines, Gen. Elec. and West. dynamos and motors, Brill and Stephenson cars.

**OFFICERS.**—Pres. Francis May (Dunkirk, N. Y.), Sec. Treas. Pur. Agt. & Man. Milton M. Fenner (Fredonia, N. Y.), Ch. Engr. Wm. S. Schwertfayer, Elecn. A. Kusneske.

**DIRECTORS.**—Geo. Barker, Milton M. Fenner, Frank P. Fenner, Louis McKinstry, Fredonia, N. Y.; Francis May, Dunkirk, N. Y.

**GENERAL OFFICE**, Fredonia, N. Y.

**REFERENCE.**—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1902.

### FREEPORT.

Population in 1900, 2,612.

**The New York & Long Island Traction Co.**—This company was incorporated Feb. 27, 1899, under the name of The Mineola, Hempstead & Freeport Traction Co. The road between Mineola and Freeport, Long Island, 9 miles in length, was completed and put in operation May 16, 1902. In 1902, an extension of 6 miles from the Village of Hempstead west to the N. w York City line over the Hempstead and Jamaica Turnpike was completed and put in operation. In Sept., 1902, the name of the Company was changed by law to The New York & Long Island Traction Co. The total number of miles of road now in operation is 15.

**CAPITAL STOCK**, common, \$750,000; preferred, \$250,000.

**BALANCE SHEET.**—Dated Dec. 31, 1902.

| Assets.                 |           | Liabilities.              |           |
|-------------------------|-----------|---------------------------|-----------|
| Cost of road & equip'mt | \$316,663 | Capital stock.....        | \$307,663 |
| Supplies on hand.....   | 454       | Due companies and in-     |           |
| Due companies & indi-   |           | dividuals.....            | 10,298    |
| viduals.....            | 2,452     | Profit and loss (surplus) | 2,388     |
| Cash.....               | 320       |                           |           |
| Taxes prepaid.....      | 390       |                           |           |
| Insurance prepaid.....  | 70        |                           |           |
| Total.....              | \$320,349 | Total.....                | \$320,349 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 13 motor cars.

**OFFICERS.**—Pres. John E. Ensign, Hempstead, New York, Sec. James A. MacElhinny, 120 Broadway, New York City, Treas. J. R. Nutt, Cleveland, Ohio.

**DIRECTORS.**—John E. Ensign, Hempstead, N. Y.; Will Christy, Akron, O.; J. R. Nutt, T. E. Borton, Cleveland, O.; U. C. Hatch, East Cleveland, O.; Charles I. Hills, Montclair, N. J.; John J. Deubert, Bellmore, L. I.; Benjamin F. Hamilton, 227 West 135th St., N. Y. City, James A. MacElhinny, 120 Broadway, N. Y. City.

**GENERAL OFFICE**, Hempstead, N. Y.

**REFERENCE.**—Description of road, Vol. XIX, June 28, '02, p. 800, (ill.).

Date of information, Mar., 1903.

### FULTON.

Population of Fulton and Oswego Falls in 1880, 5,772, in 1890 6,035, in 1900, 8,500.

**Fulton & Oswego Falls Street Railway Co.**—Chartered Sept. 21, 1885. This company was consolidated with the Oswego Street Ry. Co. in 1896, forming the Lake Ontario & Riverside Ry. Co., which was placed in the hands of F. H. Tidman, as receiver, on Oct. 3, 1896. On Apr. 15, 1899, the properties of the consolidated companies

were sold separately at receiver's sale. The Oswego Street Ry. portion was reorganized as the Oswego Traction Co., and the Fulton & Oswego Falls Street Ry. portion remained in possession of and was operated by the receiver until Edward Quirk was appointed receiver of this portion on Feb. 1, 1900, on the application of the original bondholders.

#### CAPITAL STOCK, \$15,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, \$15,000; dated July 16, 1886, due Jan. 1, 1897. These bonds are the original issue before consolidation, and are still standing as a lien upon this property.

#### OPERATION.—Receiver's report for year ending June 30, 1902.

|                              |         |
|------------------------------|---------|
| Receipts from operation..... | \$2,267 |
| Operating expenses.....      | 2,688   |
| Deficit from operation.....  | 421     |
| Interest.....                | 1,164   |
| Taxes.....                   | 155     |
| Net deficit.....             | 1,740   |
| Total deficit.....           | 5,919   |

#### STATISTICS OF TRAFFIC.

|                                      |        |
|--------------------------------------|--------|
| Passengers carried.....              | 45,335 |
| Car miles run.....                   | 13,140 |
| Total receipts per car mile.....     | \$1.73 |
| Operating expenses per car mile..... | .205   |

#### BALANCE SHEET.—Dated June 30, 1902.

| Assets.                             | Liabilities.                     |
|-------------------------------------|----------------------------------|
| Cost of road & equipm't..\$36,140   | Capital stock.....\$15,000       |
| Profit and loss (deficit).... 5,918 | Funded debt..... 15,000          |
|                                     | Interest..... 6,963              |
|                                     | Receivers certificate..... 3,024 |
|                                     | Other liabilities..... 2,071     |
| Total.....\$42,058                  | Total.....\$42,058               |

**PLANT AND EQUIPMENT.**—Miles of track (horse), 1.04; gauge, 4 ft. 8½ in.; 40 to 90 lb. rail; 3 cars.

**OFFICERS.**—Receiver & Supt. Edward Quirk.

**GENERAL OFFICE,** Fulton, N. Y.

Date of information, Mar., 1903.

### GARDENVILLE.

**Buffalo, Gardenville & Ebenezer Railway Co.**—Chartered June 19, 1895. This company commenced operation in Apr., 1896. Annual meeting first Saturday in September.

**CAPITAL STOCK,** authorized, \$40,000, issued, \$39,300.

**FUNDED DEBT.**—6 p. c. collateral notes, authorized, \$25,000, issued, \$22,000; dated June 22, 1898; int. payable monthly.

#### OPERATION.—Year ending June 30,

|                          | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....      | \$10,026 | \$11,633 | \$12,096 | \$15,199 | \$13,027 |
| Operating expenses.....  | 8,206    | 9,657    | 10,322   | 10,214   | 10,426   |
| Earnings from operation  | 1,820    | 1,976    | 1,774    | 4,985    | 2,600    |
| Deductions from earnings |          |          |          |          |          |
| Interest.....            |          | 1,560    | 1,470    | 1,361    | 1,360    |
| Taxes.....               | 183      | 239      | 189      | 232      | 1,130    |
| Surplus.....             | 1,637    | 177      | 115      | 3,392    | 110      |
| Total surplus.....       | 3,001    | 4,854    | 4,969    | 8,361    | *319     |
| *Deficit                 |          |          |          |          |          |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,            | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....         | 225,973 | 254,086 | 307,777 | 273,005 | 275,426 |
| Car miles run.....              | 106,442 | 106,502 | 112,137 | 102,190 | 100,609 |
| Total receipts per car mile.... | \$.094  | \$.109  | \$.108  | \$.149  | \$.130  |
| Oper. expenses per car mile...  | .076    | .090    | .092    | .100    | .103    |

#### BALANCE SHEET.—Dated June 30.

| ASSETS.                        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------|----------|----------|----------|
| Cost of road.....              | \$54,857 | \$55,777 | \$55,805 |          |          |
| " equipment.....               | 15,455   | 16,413   | 15,609   | \$71,296 | \$62,815 |
| Cash.....                      | 480      | 23       | 3        | 1,292    | 67       |
| Other accounts.....            | 22       | 30       | 31       | 31       | 31       |
| Material and supplies.....     |          |          |          |          | 639      |
| Profit and loss (deficit)..... |          |          |          |          | 278      |
| Total.....                     | \$69,814 | \$72,243 | \$71,448 | \$72,619 | \$63,830 |
| LIABILITIES.                   |          |          |          |          |          |
| Capital stock.....             | \$39,300 | \$39,300 | \$39,300 | \$39,300 | \$39,300 |
| Funded debt.....               | 22,000   | 22,000   | 22,000   | 22,000   | 22,000   |
| Loans.....                     | 4,100    | 2,500    | 1,000    |          | 475      |
| Accounts payable.....          | 4,929    | 1,484    | 2,090    | 1,380    | 1,576    |
| Salaries and supplies.....     | 584      | 505      | 589      | 578      | 468      |
| Profit and loss (surplus)...   | 3,001    | 4,854    | 4,969    | 8,361    |          |
| Total.....                     | \$69,814 | \$72,243 | \$71,448 | \$72,619 | \$63,830 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.66; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor and 6 other cars; Noye engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

**OFFICERS.**—Pres. W. J. Sterritt, V. Pres. & Supt. Chas. Schoepflin, Sec. L. S. Sterritt, Treas. Warren Hunt, Ch. Engr. Christ Prihl, Elec. Frank Bailey.

**DIRECTORS.**—Charles Schoepflin, Henry C. Lein, Gardenville, N. Y.; Warren Hunt, S. E. Patrick, S. Scotcher, Boston, Mass., W. J. Sterritt, L. S. Sterritt, Middleport, N. Y.

**GENERAL OFFICE,** Gardenville, N. Y.

Date of information, Sept., 1902.

b

### GENEVA.

Population in 1880, 7,412, in 1890, 8,877, in 1900, 10,433.

**Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co.**—Chartered Mar. 18, 1895, as a consolidation of the Geneva Surface Ry. Co., the Geneva & Waterloo Ry. Co., the Waterloo, Seneca Falls & Cayuga Lake Ry. and the Seneca Electric Ry. This company owns the Cayuga Lake Park, which covers 50 acres of land. Annual meeting second Wednesday in March.

**CAPITAL STOCK.**—Common stock, authorized and issued, \$350,000; par value, \$100 per share.

Preferred stock, authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 4 p. c. gold bonds, authorized, \$500,000, issued, \$436,500; coupon, but may be registered; dated Apr. 1, 1895, due 1920; denom. \$500 and \$1,000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

#### OPERATION.—Year ending June 30,

|                                            | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------------------|----------|----------|----------|----------|
| Receipts from passengers.....              | \$59,856 | \$60,370 | \$61,787 | \$66,043 |
| " other sources.....                       | 1,983    | 1,747    | 2,125    | 912      |
| " total.....                               | 61,839   | 62,117   | 63,912   | 66,955   |
| Operating expenses.....                    | 32,752   | 31,584   | 37,688   | 39,630   |
| Earnings from operation.....               | 29,087   | 30,533   | 26,224   | 27,325   |
| Deductions from earnings                   |          |          |          |          |
| Interest on funded debt.....               | 26,190   | 26,190   | 26,635   | 17,460   |
| " and discount.....                        | 76       | 151      |          | 480      |
| Taxes.....                                 | 2,381    | 2,538    | 2,741    | 2,602    |
| Lake Park terminal expenses.               | 4,207    | 3,044    |          |          |
| Sundry adjustments to profit and loss..... | 296      | 2,389    |          |          |
| Net income.....                            | *4,065   | *3,779   | *3,152   | 6,783    |
| Total surplus account.....                 | *20,554  | *24,333  | 40,164   | 46,893   |
| *Deficit.                                  |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30,              | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------------|----------|----------|----------|----------|
| General expenses.....             | \$ 6,378 | \$ 4,587 | \$ 7,091 | \$ 7,821 |
| Transportation expenses.....      | 21,578   | 21,775   | 23,228   | 23,900   |
| Maintenance of way and buildings. | 2,334    | 2,483    | 2,669    | 3,555    |
| " " equipment.....                | 2,462    | 2,739    | 4,701    | 4,344    |
| Total.....                        | \$32,752 | \$31,584 | \$37,688 | \$39,630 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,        | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Revenue pass. carried....   | 1,276,014 | 1,277,488 | 1,298,458 | 1,421,391 |
| Transfer " ".....           | 33,203    | 55,852    | 37,825    | 42,762    |
| Car miles run.....          | 421,925   | 410,448   | 418,475   | 411,251   |
| Total recpts. per car mile. | \$.146    | \$.151    | \$.169    | \$.317    |
| Oper. exps. per car mile... | .077      | .077      | .100      | .096      |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....            | \$815,689 | \$835,485 |           |           |
| " equipment.....             | 76,110    | 70,110    | \$918,032 | \$920,219 |
| Other per. investments.....  |           | 1,498     | 2,489     | 8,668     |
| Cash.....                    | 7,063     | 6,984     | 23,904    | 23,150    |
| Open accounts.....           | 2,130     | 1,200     |           |           |
| Material and supplies.....   | 54        | 763       | 747       | 1,147     |
| Accounts receivable.....     | 323       | 310       | 1,191     |           |
| Profit and loss (deficit)... | 20,554    | 24,333    |           |           |
| Total.....                   | \$921,923 | \$946,683 | \$946,363 | \$953,184 |
| LIABILITIES.                 |           |           |           |           |
| Capital stock.....           | \$449,500 | \$449,500 | \$449,500 | \$450,000 |
| Funded debt.....             | 436,500   | 436,500   | 436,500   | 436,500   |
| Bills payable.....           | 11,900    | 11,900    | 11,900    |           |
| Interest.....                | 19,642    | 45,833    | 4,365     | 4,365     |
| Mortgage account.....        | 1,000     |           |           | 119       |
| Accounts payable.....        | 3,381     | 2,950     | 3,934     | 15,306    |
| Profit and loss (surplus)... |           |           | 40,164    | 46,893    |
| Total.....                   | \$921,923 | \$946,683 | \$946,363 | \$953,184 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 17.75; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. steel rail; 26 motor cars and 9 trail cars;

Please note date of information at end of each report.

700 H. P. station plant, Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. Isaac M. Thomas, Wilkesbarre, Pa.; V. Pres. W. S. Grant, Sec., Treas. & Gen. Man. W. C. Gray, Seneca Falls, N. Y.; Supt. Howard Gray, Waterloo, N. Y.

DIRECTORS.—J. P. Brosius, Merion, Pa.; Robt. Wetherill, Chester, Pa.; W. C. Gray, Chas. A. Hawley, Seneca Falls, N. Y.; H. A. Doan, W. S. Grant, Jr., Lewis Davis, Philadelphia, Pa.; Isaac M. Thomas, Wilkesbarre, Pa.; L. S. Hoskins, Geneva, N. Y.

GENERAL OFFICE, Seneca Falls, N. Y.

POWER STATION, Waterloo, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1903.

z

### GLENS FALLS.

Population in 1880, 4,900, in 1890, 9,509, in 1900, 12,613.

**Hudson Valley Railway Co.**—This company was formed on Aug. 14, 1901, by the consolidation of the Stillwater & Mechanicsville Street Ry. Co., the Greenwich & Schuylerville Electric R. R., the Saratoga Traction Co., the Saratoga Northern Ry., the Glens Falls, Sandy Hill and Fort Edward Street Ry. Co., and the Warren County Ry. This road will carry passengers and freight. The line extends from Albany to Caldwell and Warrensburg, and has branch lines to Mechanicsville, Round Lake, Ballston and Saratoga, covering in all about 100 miles of track. This company has a contract with the United Traction Co., of Albany, to use its tracks in Troy and Albany.

CAPITAL STOCK, authorized, \$3,000,000, issued, \$2,722,400; par value, \$100 per share.

FUNDED DEBT.—New consolidated mortgage 5 p. c. gold bonds, authorized, \$4,000,000; \$1,000,000 to be reserved for future extensions, equipment, improvements, etc., and of the remaining \$3,000,000 a sufficient amount will be reserved to retire the bonds of the consolidated properties.

OPERATION.—June 30, 1902.

|                              |           |
|------------------------------|-----------|
| Receipts from operation..... | \$317,743 |
| " " other sources.....       | 39,434    |
| " " total.....               | 357,177   |
| Operating expenses.....      | 226,701   |
| Earnings from operation..... | \$130,386 |
| Deductions from earnings.    |           |
| Interest on bonds.....       | 89,753    |
| " " unfunded debt.....       | 24,121    |
| Taxes.....                   | 13,050    |
| Net earnings.....            | 3,463     |

### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 39,903 |
| Transportation expenses.....           | 123,016   |
| Maintenance of way and structures..... | 22,448    |
| " " equipment.....                     | 41,423    |
| Total.....                             | \$226,701 |

### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 4,408,761 |
| Transfers.....                       | 161,878   |
| Car miles run.....                   | 1,507,770 |
| Total receipts per car mile.....     | \$ .237   |
| Operating expenses per car mile..... | .150      |

BALANCE SHEET.—Dated June 30, 1902.

| Assets.                             | Liabilities.                       |
|-------------------------------------|------------------------------------|
| Cost of road and equip. \$5,744,057 | Capital stock.....\$2,722,400      |
| Permanent invest. .... 844,960      | Funded debt..... 2,985,500         |
| Current assets..... 198,113         | Current liabilities..... 1,014,166 |
|                                     | Surplus account..... 61,600        |
|                                     | Profit and loss (surplus). 3,463   |
| Total.....\$6,787,129               | Total.....\$6,787,129              |

PLANT AND EQUIPMENT.—Miles of track (electric) 11.07; 65 lb. rail, gauge 4 ft. 8½ in; 96 motor cars, 31 other cars, 7 service cars, 6 snow plows, 2 electric locomotives.

OFFICERS.—Pres. A. B. Colvin, Glens Falls; V. Pres. John W. Herbert, Waterford, N. Y.; Sec. & Counsel Jos. A. Kellogg, Treas. F. L. Cowles, Glens Falls; Gen. Man. B. S. Josselyn, Supt. F. A. Bou-telle, Pur. Agt. J. G. Phillips, Elec. Engr. Robt. L. Fryer, Ch. Engr. J. H. Armstrong, Mast. Mech. Benj. Singleton.

DIRECTORS.—A. B. Colvin, Geo. E. Greene, Edwin Langdon, Peter McCarthy, Erastus C. Knight, Wm. W. Worden, J. Leslie Hess, G. Tracy Rogers, Chas. E. Brisbin, L. W. Emerson, Watson N. Sprague, John W. McNamara, Geo. A. Helmes, Geo. B. Wilson.

GENERAL OFFICE, Glens Falls, N. Y.

REFERENCES.—Temporary installations, Vol. XX, July 5, '02, p. 16. Date of information, Jan., 1903.

d

### GLOVERSVILLE.

Population in 1880, 7,133, in 1890, 13,864, in 1900, 18,349.

**Fonda, Johnstown & Gloversville Railroad Co.**—Chartered Jan. 17, 1867. Annual meeting third Wednesday in Jan. This is a steam railroad 33 miles in length, operating from Fonda to Northville and Broadalbin.

LEASED ROADS.—The company operates the property of the Johnstown, Gloversville & Kingsboro Horse R. R. Co. under a 999 year lease, dated Nov., 1893, and in consideration therefor pays the lessor company a rental equivalent to fixed charges and a dividend of 8 p. c. on the capital stock (\$50,000).

The company also operates the property of the Cayadutta Electric R. R. Co., under a lease for 999 years, and in consideration, therefor guarantees the principal and interest of the lessor's mortgage bond.

The company also operates the property of the Gloversville & Broadalbin R. R. Co., under a lease dated Aug. 1, 1895, for 999 years. The lessee to pay 5 p. c. on \$30,000. In 1900 this company also secured control of the capital stock of the Amsterdam Street Ry. Co., of Amsterdam, New York.

CAPITAL STOCK, authorized and issued, \$600,000.

FUNDED DEBT.—Total authorized, June 30, 1901, \$1,500,000, issued, \$1,100,000, as follows:

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, \$200,000; dated Apr. 1, 1881, due 1921; denom. \$100, \$500 and \$1,000; int. payable Apr. and Oct. at office of Importers' & Traders' National Bank, of New York.

First consolidated refunding 4½ p. c. mortgage bonds, authorized, \$700,000, issued, \$500,000; dated July 1, 1897, due 1947; int. payable Jan. and July at office of the New York Security and Trust Co. of New York City, trustee of mortgage.

Fifty year general refunding 4 p. c. mortgage gold bonds, authorized, \$1,500,000, issued, \$400,000; coupon, but may be registered, dated July 1, 1900, due 1950; denom. \$1,000; int. payable Jan. and July, at office of the New York Security & Trust Co., trustee of mortgage. Of these bonds \$700,000 are reserved to retire prior liens, and the remainder (\$400,000) is available for improvements, etc.

The company has guaranteed the principal and interest of the following bond issues of allied corporations:

Johnstown, Gloversville & Kingsboro Horse R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$50,000; dated 1893, due 1913; int. payable Jan. and July.

Cayadutta Electric R. R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$350,000; coupon, but may be registered; Oct. 1, 1892, due 1922; denom. \$1,000; int. payable Apr. and Oct. at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cayadutta Electric R. R. Co.'s first consolidated refunding 5 p. c. mortgage bonds, authorized, \$600,000, issued \$200,000; held in escrow to redeem prior liens, \$350,000, held in treasury for future improvements, \$50,000; dated May 1, 1900, due 1940; denom. \$1,000; int. payable May and Nov. at office of New York Security and Trust Co., trustee of mortgage.

OPERATION.—Including the operation of all leased companies.

Year ending June 30,

|                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass. . . | \$118,295 | \$133,239 | \$151,800 | \$162,458 | \$176,591 |
| " freight.....          | 123,458   | 143,000   | 156,093   | 170,329   | 163,954   |
| " other sources.....    | 14,900    | 10,835    | 11,047    | 12,139    | 71,399    |
| " " total.....          | 256,653   | 287,074   | 318,940   | 344,927   | 411,944   |
| Operating expenses..    | 161,622   | 192,389   | 225,707   | 248,545   | 243,540   |

|                         |        |        |        |        |         |
|-------------------------|--------|--------|--------|--------|---------|
| Earnings from oper'n.   | 95,031 | 94,685 | 93,233 | 96,382 | 168,404 |
| Inc. from other sr'ces. | 4,601  | 11,994 | 22,784 | 58,968 |         |

|                           |        |         |         |         |        |
|---------------------------|--------|---------|---------|---------|--------|
| Gr. inc. fr. all sources. | 99,632 | 106,679 | 116,017 | 155,349 |        |
| Deduc. from earn'gs.      |        |         |         |         |        |
| Interest on bonds...      | 38,513 | 38,992  | 37,477  | 48,622  | 50,500 |
| " floating debt.....      | 836    | 1,618   | 3,196   | 7,075   | 8,202  |
| Taxes.....                | 12,990 | 11,361  | 13,356  | 13,865  | 17,785 |
| Rentals.....              | 29,600 | 29,600  | 34,376  | 35,487  | 39,433 |

|                     |        |        |        |        |        |
|---------------------|--------|--------|--------|--------|--------|
| Net income.....     | 17,693 | 25,108 | 27,612 | 50,301 | 52,483 |
| Dividends paid..... | 21,000 | 24,000 | 24,000 | 48,000 | 48,000 |

|                          |         |         |         |         |       |
|--------------------------|---------|---------|---------|---------|-------|
| To surplus account..     | *3,307  | 1,108   | 3,612   | †2,301  | 4,483 |
| Total surplus account.   | 203,708 | 204,816 | 253,924 | 253,486 | 4,483 |
| Dividends paid p. c. . . | 7       | 8       | 8       | 8       | 8     |

\* Deficit. † Less \$2,739 charged off.

BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1898.   | 1899.      | 1900.      | 1901.      | 1902.      |
|------------------------------|---------|------------|------------|------------|------------|
| Cost of road...\$            | 864,106 | \$ 865,750 | \$ 865,750 | \$ 887,117 | \$ 887,267 |
| " equip. ....                | 113,666 | 128,839    | 135,939    | 134,609    | 134,812    |
| Other perman't investments.. | 54,592  | 92,437     | 722,059    | 904,571    | 726,156    |
| Current assets.              | 166,945 | 150,212    | 79,909     | 258,192    | 136,608    |
| Real estate....              | 24,022  |            |            | 130,911    | 176,548    |
| Cash.....                    | 6,741   | 9,785      | 17,717     | 40,033     | 32,511     |
| Other assets...              |         |            |            | 53,940     | 169,842    |

Total.....\$1,230,072 \$1,247,023 \$1,821,374 \$2,409,373 \$2,263,745

Please note date of information at end of each report.

## LIABILITIES.

|                                |         |            |            |            |            |
|--------------------------------|---------|------------|------------|------------|------------|
| Capital stock..\$              | 300,000 | \$ 300,000 | \$ 600,000 | \$ 600,000 | \$ 600,000 |
| Funded debt...                 | 630,000 | 650,000    | 650,000    | 1,100,000  | 1,100,000  |
| Bills payable...               |         |            | 180,000    | 340,000    |            |
| Accts. " " }                   |         | 57,877     | 48,869     | 76,145     | 72,500     |
| Other liabilities              |         | 22,239     | 26,024     | 9,592      | 223,684    |
| Cur. liabilities..             | 96,364  | 12,091     | 62,557     | 30,150     | 9,592      |
| Profit and loss (surplus)..... | 203,708 | 204,816    | 253,924    | 253,486    | 257,968    |

Total.....\$1,230,072 \$1,247,023 \$1,821,374 \$2,409,373 \$2,263,745

PLANT AND EQUIPMENT.—Miles of track, steam, 37.59, electric divisions, 19.13, total 56.72; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T and 90 lb. girder rail.

OFFICERS.—Pres. & Gen. Man. J. Ledlie Hees, Sec. & Treas. George M. Place, Supt. Elec. Div. C. Banker.

DIRECTORS.—James Stewart, John G. Ferres, James I. Younglove, Johnstown; J. L. Hees, Fonda; Geo. M. Place, Z. B. Whitney, A. J. Zimmer, S. H. Shotwell, G. Levor, Erastus Darling, Gloversville; George F. Moore, Chauncey M. Depew, New York City; J. S. Friedman, Albany, N. Y.; Wm. Harris, Northville, R. T. McKeever, Houghton, Mich.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Sept., 1902.

b

**Cayadutta Electric Railroad Co.**—This is now the electric division of the Fonda, Johnstown & Gloversville R. R. Co. Chartered Feb. 27, 1892, and leased May 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for a rental equivalent to the net earnings of the lessor. Lessee guarantees principal and interest of bonds, and agrees to pay to lessor net earnings up to 4 p. c. on capital stock per year. Annual meeting Sept. 19. This road is being extended to Tribes Hill and the Amsterdam Steam R. R. from Tribes Hill to Akin, through Amsterdam to Schenectady, making a through line from Gloversville and Johnstown to Schenectady. A large central station for the operation of both roads is being built at Tribes Hill.

CAPITAL STOCK, authorized, \$350,000, issued, \$340,210.

FUNDED DEBT, \$550,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

In Mar., 1902, the company applied to the Railroad Commissioners for permission to issue \$1,000,000 of bonds, to be used for retiring outstanding bonds and making extensions to the road.

OPERATION.—Included in report of Fonda, Johnstown & Gloversville.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.9; gauge, 4 ft. 8½ in.; 51½ lb. and 80 lb. girder and T rail; 23 cars, of which 22 are motor cars and 1 trail car; Russell engines, Gen. Elec., West. dynamos and motors, Brill and Gilbert cars.

OFFICERS.—Same as Fonda, Johnstown & Gloversville R. R. Co.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Sept., 1902.

b

**Mountain Lake Electric Railroad Co.**—Chartered Mar. 10, 1896. Annual meeting Mar. 20.

CAPITAL STOCK authorized and issued, \$60,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$100,000, issued, \$65,200; dated Jan. 1, 1900, due 1930, payable Jan. and July.

BALANCE SHEET.—Year ending June 30, 1901. 1902.

## ASSETS.

|                                |          |           |
|--------------------------------|----------|-----------|
| Cost of road.....              | \$81,958 | \$150,141 |
| Cash.....                      | 1,778    | 1,239     |
| Other assets.....              |          | 5,966     |
| Profit and loss (deficit)..... | 2,492    | 7,649     |
| Total.....                     | \$86,228 | \$164,995 |

## LIABILITIES.

|                          |          |           |
|--------------------------|----------|-----------|
| Capital stock.....       | \$39,000 | \$ 60,000 |
| Funded debt.....         | 26,600   | 65,200    |
| Current liabilities..... | 20,628   | 39,795    |

Total.....\$86,228 \$164,995

PLANT AND EQUIPMENT.—Miles of track (electric), 4.63; 5 cars.

OFFICERS.—Pres. & Gen. Man. Alfred J. Keith, Sec. Nelson H. Anibal, Treas. Theodore Schiess.

DIRECTORS.—Samuel Elmer, Alfred J. Keith, Park Haggart, Jas. J. Washburn, Nelson H. Anibal, Howard Haggart, Gloversville, N. Y.; John M. Marvin, New Haven, Conn.; Theodore Schiess, H. M. Shaw, Brooklyn, N. Y.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Sept., 1902.

b

## HAMBURG.

Population in 1880, 758, in 1890, 1,331, in 1900, 1,683.

**Hamburg Railway Co.**—Chartered Mar. 8, 1895, to construct an electric railway from a connection with the Buffalo Railway at the city line to Blasdell, Woodlawn Beach and Hamburg, principally for summer traffic. Annual meeting second Wednesday in Mar.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$200,000; dated May 1, 1901, due 1921; int. payable May and Nov.

## OPERATION.—Year ending

|                                        | June 30, 1898. | June 30, 1899. | June 30, 1900. | Dec. 31, 1901. | June 30, 1902. |
|----------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Total receipts.....                    | \$3,277        | \$3,010        | \$4,065        | \$21,932       | \$29,563       |
| Operating expenses..                   | 3,797          | 3,780          | 5,040          | 5,980          | 27,123         |
| Deficit from operation.                | 520            | 770            | 975            | *15,952        | 2,440          |
| Int. on funded debt, due and accrued.. | 1,078          | 950            | 600            |                | 858            |
| Taxes.....                             |                | 105            | 132            | 250            | 422            |
| Deficit.....                           | 1,578          | 1,825          | 1,707          | *15,702        | 1,160          |
| Total deficit.....                     | 3,582          | 7,907          | 9,614          |                | 10,254         |

\* Surplus.

## OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,025 |
| Transportation expenses.....           | 21,717   |
| Maintenance of way and structures..... | 12       |
| " " equipment.....                     | 2,369    |

Total.....\$27,123

## STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 584,271 |
| Transfers.....                       | 94,148  |
| Car miles run.....                   | 291,000 |
| Total receipts per car mile.....     | \$ .102 |
| Operating expenses per car mile..... | .093    |

## BALANCE SHEET.—Dated

|                              | June 30, 1898. | June 30, 1899. | June 30, 1900. | Dec. 31, 1901. | June 30, 1902. |
|------------------------------|----------------|----------------|----------------|----------------|----------------|
| ASSETS.                      |                |                |                |                |                |
| Cost of road.....            | \$36,603       | \$36,603       | \$63,710       | \$420,512      | \$477,134      |
| " equipment.....             | 15,402         | 15,402         |                |                |                |
| Cash and current liabil..    |                |                |                | 229            | 8,967          |
| Material and supplies....    |                |                |                |                | 3,500          |
| Prepaid insurance.....       |                |                |                |                | 534            |
| Profit and loss (deficit)..< | 3,582          | 7,907          | 9,614          |                | 10,254         |
| Total.....                   | \$55,587       | \$59,912       | \$73,324       | \$420,741      | \$500,340      |

## LIABILITIES.

|                              |          |          |          |           |           |
|------------------------------|----------|----------|----------|-----------|-----------|
| Capital stock.....           | \$31,800 | \$31,800 | \$50,000 | \$200,000 | \$200,000 |
| Funded debt.....             | 10,000   | 10,000   | 10,000   | 200,000   | 200,000   |
| Loans and bills payable..    | 9,169    | 13,147   | 12,724   |           | 59,254    |
| Interest on funded debt..    | 1,290    | 1,500    | 600      |           |           |
| Accounts payable.....        | 3,528    | 3,465    |          | 1,644     | 40,029    |
| Profit and loss (surplus)..< |          |          |          | 15,702    |           |
| Other liabilities.....       |          |          |          | 3,395     | 1,107     |

Total.....\$55,587 \$59,912 \$73,324 \$420,741 \$500,390

PLANT AND EQUIPMENT.—Miles of track, 10.3; 60 lb. rail; 12 motor cars, 3 other cars.

OFFICERS.—Pres. William J. Conners, Buffalo, N. Y.; V. Pres. Robt. F. Schelling, Sec. Daniel W. Allen, Buffalo, N. Y.; Treas. Jno. F. Burke, Supt. Thos. R. Kelly, Blasdell, N. Y.

DIRECTORS.—E. A. Georger, Adam Rehm, John F. Burke, Wm. J. Conners, Buffalo, N. Y.; Fred. Green, Wm. H. Burke, Robt. F. Schelling, Daniel W. Allen.

GENERAL OFFICE, 726 Ellicott Sq., Buffalo, N. Y.

Date of information, Apr., 1903.

x z

## HONEOYE FALLS.

Population in 1890, 1,128, in 1900, 1,175.

**Lima & Honeoye Falls Electric Light & Railroad Co.**—Chartered June 30, 1898. On Nov. 16, 1898, Charles B Hill was appointed receiver. In July, 1902, reorganization plans were still pending, and the road was in operation only a portion of the year.

CAPITAL STOCK, authorized and issued, \$125,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$40,000; dated 1898, due 1918; denom. \$1,000; int. payable semi-annually.

| OPERATION.—Year ending June 30,  |  | 1901.   | 1902.   |
|----------------------------------|--|---------|---------|
| Receipts from passengers.....    |  | \$2,015 | \$3,975 |
| "    "    electric lighting..... |  | 3,314   | 3,707   |
| "    "    other sources.....     |  | 2,177   | 1,098   |
| "    "    total.....             |  | 7,505   | 8,780   |
| Operating expenses.....          |  | 7,842   | 13,632  |
| Deficit.....                     |  | 336     | 4,851   |
| Taxes.....                       |  | 228     |         |
| Deficit for year.....            |  | 565     |         |
| Total deficit.....               |  | 8,005   | 12,856  |

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3 motor cars and 4 trail cars; 1-150 k. w. Walker generator; 300 H. P. Ball engine; Brill cars and trucks.

OFFICERS.—Receiver C. B. Hill, Supt. C. F. Whiting, Ch. Engr. H. A. Dunn.

GENERAL OFFICE, Lima, N. Y.

Date of information, Sept., 1902.

b

### HOOSICK FALLS.

Population in 1880, 4,530, in 1890, 7,014, in 1900, 5,671, population served 30,000.

Bennington & Hoosick Valley Railway Co.—Chartered Nov. 9, 1897. The line was placed in operation July 1898.

In 1900 this company purchased the properties of the Bennington & Woodford Electric R. R. Co., of Bennington, Vt., and a new power station was equipped, costing \$26,000.

CAPITAL STOCK.—Common stock, authorized and issued, \$170,000; par value, \$100 per share.

5 p. c. non-cumulative, non-voting preferred stock, \$30,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$250,000, issued, \$182,000; dated Nov. 15, 1897, due 1927; int. payable Jan. and July, at International Trust Co., of Boston, trustee of mortgage.

| OPERATION.—Year ending June 30, |          | 1899.    | 1900.    | 1901.    | 1902. |
|---------------------------------|----------|----------|----------|----------|-------|
| Receipts from passengers.....   | \$31,880 | \$34,961 | \$36,812 | \$38,089 |       |
| "    "    other sources.....    | 186      | 449      | 264      | 127      |       |
| "    "    total.....            | 32,066   | 35,410   | 37,076   | 38,216   |       |
| Operating expenses.....         | 24,968   | 19,784   | 26,784   | 27,186   |       |
| Earnings from operation.....    | 7,098    | 15,626   | 10,292   | 11,029   |       |
| Deductions from earnings.       |          |          |          |          |       |
| Interest.....                   | 7,459    | 9,665    | 8,663    | 10,863   |       |
| Taxes.....                      | 918      | 738      | 772      | 921      |       |
| Betterments.....                |          | 3,000    |          |          |       |
| Net income.....                 | *1,279   | 2,223    | 858      | *755     |       |
| Total surplus account.....      | 102      | 2,325    | 3,183    | 2,427    |       |

\*Deficit. †Includes large amount of special work.

#### OPERATING EXPENSES.

| Year ending June 30,          | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| General expenses.....         | \$ 3,183 | \$ 3,947 | \$ 4,957 | \$ 5,745 |
| Transportation expenses.....  | 12,539   | 11,874   | 16,887   | 16,396   |
| Maintenance of way and bldgs. | 7,185    | 3,303    | 1,547    | 2,433    |
| "    "    equipment.....      | 2,061    | 3,660    | 3,393    | 2,612    |
| Total.....                    | \$24,968 | \$22,784 | \$26,784 | \$27,186 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------------|---------|---------|---------|---------|
| Passengers carried.....              | 657,391 | 726,510 | 747,448 | 766,899 |
| Car miles run.....                   | 225,741 | 267,650 | 289,761 | 258,125 |
| Total receipts per car mile.....     | \$ .151 | \$ .130 | \$ .128 | \$ .148 |
| Operating expenses per car mile..... | .110    | .085    | .092    | .105    |

#### BALANCE SHEET.—Dated Jan. 1,

| ASSETS.                     |           | 1899.     | 1900.     | 1901.     | 1902. |
|-----------------------------|-----------|-----------|-----------|-----------|-------|
| Cost of road.....           | \$220,000 | \$220,000 |           |           |       |
| "    "    equipment.....    | 100,000   | 100,000   | \$384,243 | \$385,133 |       |
| Cash.....                   | 427       | 458       |           | 650       |       |
| Materials and supplies..    | 1,500     | 1,516     | 2,850     | 2,608     |       |
| Current assets.....         | 5,825     | 7,007     | 6,833     | 6,933     |       |
| Bonds and bills payable.    |           |           | 20,000    | 20,000    |       |
| Total.....                  | \$327,752 | \$328,981 | \$413,926 | \$415,324 |       |
| LIABILITIES.                |           |           |           |           |       |
| Capital stock.....          | \$160,000 | \$160,000 | \$200,000 | \$200,000 |       |
| Funded debt.....            | 160,000   | 160,000   | 182,000   | 182,000   |       |
| Coupons due.....            | 400       | 238       |           | 6,250     |       |
| Loans.....                  | 2,000     | 4,506     | 4,000     |           |       |
| Accounts payable.....       | 5,397     | 1,918     | 7,094     | 4,000     |       |
| Liabilities & bills payable |           |           | 17,650    | 20,647    |       |
| Profit and loss (surplus).. | 1,955     | 2,325     | 3,183     | 2,427     |       |
| Total.....                  | \$327,752 | \$328,981 | \$413,926 | \$415,324 |       |

PLANT AND EQUIPMENT.—Miles of track (electric), in N. Y. State, 8, in Vermont, 8.5, gauge, 4 ft. 8½ in.; 60 lb. T rail; 18 motor cars; Walker and Gen. Elec. dynamos, Walker and West. motors, Morse and Jackson & Sharp cars, Dorner & Dutton, Taylor and Peckham trucks; rent power.

OFFICERS.—Pres. George E. Greene, Hoosick Falls, N. Y.; V. Pres. W. M. Holmes, Sec. & Supt. E. H. Libby, Hoosick Falls, N. Y.; Treas. I. E. Gibson, Bennington, Vt.

DIRECTORS.—George E. Greene, L. E. Worden, Jos. Buckley, Elwin H. Libby, F. S. Donnell, Boston, Mass.; F. H. White, J. B. Quackenbush, Hoosick Falls, N. Y.; I. E. Gibson, E. E. Larrabee, Bennington, Vt.

GENERAL OFFICE, Hoosick Falls, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01 p. 308.

Date of information, Mar., 1903.

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### HORNELLSVILLE.

Population in 1880, 8,195, in 1890, 10,096, in 1900, 11,918.

The Hornellsville Electric Railway Co.—Chartered Dec. 16, 1891. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, \$50,000; par value, \$100 per share.

FUNDED DEBT.—\*First mortgage 4 p. c. bonds, authorized and issued, \$70,000; dated July 1, 1896, due 1918; denom. \$500; int. payable Jan. and July.

\*Issued to replace old 5 and 6 p. c. bonds.

#### OPERATION.—Year ending June 30,

|                                                                                                                  | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|
| Receipts from pass.....                                                                                          | \$10,904 | \$11,700 | \$12,451 | \$12,815 | \$13,103 |
| "    "    other sources.....                                                                                     | 7,054    | 2,060    | 2,025    | 2,055    | 2,055    |
| "    "    total.....                                                                                             | 17,958   | 13,760   | 14,476   | 14,870   | 15,158   |
| Operating expenses.....                                                                                          | 11,891   | 12,079   | 11,561   | 12,083   | 12,828   |
| Earn. from operation.....                                                                                        | 6,067    | 1,681    | 2,915    | 2,787    | 2,330    |
| Deductions from earn.                                                                                            |          |          |          |          |          |
| Interest.....                                                                                                    | 3,700    | 2,800    | 2,800    | 2,800    | 2,800    |
| Taxes.....                                                                                                       | 411      | 458      | 449      | 558      | 723      |
| Deficit.....                                                                                                     | †1,956   | 1,577    | 334      | 570      | 1,193    |
| Total deficit.....                                                                                               | 11,489   | 13,066   | 13,400   | 13,970   | 15,163   |
| † Surplus; includes the receipt of \$5,000 rent of track from Hornellsville & Canisteo Ry. Co. to June 30, 1897. |          |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30,        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| General expenses.....       | \$ 1,199 | \$ 1,124 | \$ 897   | \$ 1,388 | \$ 1,495 |
| Transportation expenses.... | 9,386    | 9,360    | 9,293    | 9,318    | 9,329    |
| Main. of way and bldgs..... | 201      | 372      | 265      | 1,377    | 988      |
| "    "    equipment.....    | 1,105    | 1,223    | 1,106    |          | 1,017    |
| Total.....                  | \$11,891 | \$12,079 | \$11,561 | \$12,083 | \$12,828 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------|---------|---------|---------|---------|---------|
| Revenue passengers carried.   | 218,077 | 204,406 | 217,500 | 256,298 | 262,056 |
| Transfer.....                 |         | 29,604  | 31,517  | 24,213  | 21,187  |
| Car miles run.....            | 177,080 | 177,542 | 178,623 | 179,318 | 180,210 |
| Total receipts per car mile.  | \$.073  | \$.070  | \$.081  | \$.080  | \$.084  |
| Operating exps. per car mile. | .067    | .068    | .064    | .067    | .071    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                     |           | 1898.     | 1899.     | 1900.     | 1901.     | 1902. |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-------|
| Cost of road and equip..... | \$118,812 | \$118,812 | \$118,812 | \$120,915 | \$120,915 |       |
| Cash.....                   | 62        | 85        | 51        | 31        | 38        |       |
| Other assets.....           | 762       | 811       | 237       | 83        | 383       |       |
| Profit and loss (deficit).. | 11,489    | 13,066    | 13,400    | 13,970    | 15,163    |       |
| Total.....                  | \$131,125 | \$132,774 | \$132,500 | \$135,000 | \$136,500 |       |
| LIABILITIES.                |           |           |           |           |           |       |
| Capital stock.....          | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |       |
| Funded debt.....            | 70,000    | 70,000    | 70,000    | 70,000    | 70,000    |       |
| Int. on funded debt due     |           |           |           |           |           |       |
| and accrued.....            | 3,700     | 2,800     |           |           |           |       |
| Accounts payable.....       | 7,425     | 9,974     | 12,500    | 15,000    | 16,500    |       |
| Total.....                  | \$131,125 | \$132,774 | \$132,500 | \$135,000 | \$136,500 |       |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.06; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. girder and T rail; 6 motor cars and 6 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. C. Adsit, V. Pres. F. D. Sherwood, Sec. De M. Page, Treas. G. T. Rehn, Supt. D. J. Hasen.

DIRECTORS.—Ira Davenport, New York; Geo. M. Brill, David L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn, Hornellsville.

GENERAL OFFICE, 119 Main St., Hornellsville, N. Y.

Date of information, Mar., 1903.

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Please note date of Information at end of each report.



**The Hornellsville & Canisteo Railway Co.**—Chartered May 2, 1892. Annual meeting first Saturday in July.

**CAPITAL STOCK**, authorized and issued, \$50,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 4 p. c. bonds, authorized and issued, \$80,000; dated Oct. 1, 1898, due 1918; denom. \$500; int. payable Apr. and Oct.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers...     | \$15,433 | \$14,783 | \$15,812 | \$17,298 | \$17,310 |
| “ other sources.....            | 19       | 281      | 135      | 55       | 55       |
| “ total.....                    | 15,452   | 15,064   | 15,947   | 17,353   | 17,365   |
| Operating expenses.....         | 10,039   | 10,387   | 10,883   | 11,428   | 11,695   |
| Earnings from operation...      | 5,413    | 4,677    | 5,064    | 5,925    | 5,670    |
| Deductions from earnings.       |          |          |          |          |          |
| Interest on bonds.....          | 4,200    | 3,200    | 3,200    | 3,200    | 3,200    |
| Taxes.....                      | 644      | 602      | 629      | 754      | 682      |
| Rentals.....                    | 5,000    |          |          |          |          |
| Net income.....                 | *4,431   | 875      | 1,235    | 1,971    | 1,788    |
| Total surplus account.....      | 5,157    | 6,032    | 7,268    | 9,239    | 11,027   |

\* Deficit includes \$5,000 rental paid to Hornellsville Electric Ry. Co. for track to June 30, 1897.

| OPERATING EXPENSES.        |          |          |          |          |          |
|----------------------------|----------|----------|----------|----------|----------|
| Year ending June 30,       | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....      | \$ 946   | \$ 1,164 | \$ 799   | \$1,392  | \$ 3,898 |
| Transportation expenses... | 9,986    | 7,022    | 7,010    | 7,108    | 5,116    |
| Main. of way and bld'gs... | 1,408    | 1,384    | 2,139    | 2,928    | 2,090    |
| “ “ equipment.....         | 699      | 817      | 935      |          | 591      |
| Total.....                 | \$10,039 | \$10,387 | \$10,883 | \$11,428 | \$11,695 |

| STATISTICS OF TRAFFIC.     |         |         |         |         |         |
|----------------------------|---------|---------|---------|---------|---------|
| Year ending June 30, 1897. | 1899.   | 1900.   | 1901.   | 1902.   |         |
| Passengers carried.....    | 302,872 | 295,662 | 311,247 | 345,967 | 340,941 |
| Car miles run.....         | 95,100  | 102,204 | 102,332 | 102,075 | 95,212  |
| Total repts. per car mile. | \$ .162 | \$ .147 | \$ .155 | \$ .170 | \$ .182 |
| Oper'g exps. per car mile  | .105    | .101    | .106    | .112    | .123    |

| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equip..      | \$118,207 | \$118,207 | \$118,207 | \$118,352 | \$120,594 |
| Oth. perm. invest. (park)     | 16,800    | 18,500    | 20,000    | 20,000    | 20,000    |
| Cash.....                     | 151       | 1,026     | 261       | 232       | 19        |
| Other assets.....             |           |           | 300       | 654       | 412       |
| Total.....                    | \$118,358 | \$136,033 | \$137,268 | \$139,239 | \$141,027 |

| LIABILITIES.               |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....           | 50,000    | 80,000    | 80,000    | 80,000    | 80,000    |
| Int. on funded debt....    | 4,200     |           |           |           |           |
| Accounts payable.....      | 9,000     |           |           |           |           |
| Profit and loss (surplus). | 5,158     | 6,033     | 7,268     | 9,239     | 11,027    |
| Total.....                 | \$118,358 | \$136,033 | \$137,268 | \$139,239 | \$141,027 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 3 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. De M. Page, V. Pres. F. D. Sherwood, Sec. C. Adsit, Treas. G. T. Rehn, Supt. D. J. Hasen.

**DIRECTORS.**—Ira Davenport, New York; Geo. M. Brill, D. L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn.

**GENERAL OFFICE**, 119 Main St., Hornellsville, N. Y.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

## HUDSON.

Population in 1880, 8,670, 1890, 9,970, in 1900, 9,528.

**Albany & Hudson Railroad Co.**—This company is a reorganization (Mar. 12, 1903) of the Albany & Hudson Railway & Power Co., which was chartered Aug. 5, 1899 for 1000 years. This company is a consolidation of the Hudson Street Ry. Co., the Hudson Light & Power Co., the Ry. Co., the Citizens' Electric Light & Power Co., of Hudson, and Kinderhook & Hudson R. R. Co., the Greenbush & Nassau Electric, the Kinderhook Power & Light Co. The company operates an interurban line from Hudson to Albany upon the third rail system, and in Feb., 1900, privileges to operate on the lines of the United Traction Co. in Albany were obtained.

**CAPITAL STOCK**, common, \$1,000,000; preferred, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized \$2,000,000; issued, \$1,500,000; denom. \$1,000; dated Mar. 1, 1889; int. payable Mar. and Sept., at office of Colonial Trust Co., of New York City, trustee of mortgage. These bonds cannot be called for payment before maturity.

| OPERATION.—Year ending June 30, |          |        | 1901.     | 1902.  |
|---------------------------------|----------|--------|-----------|--------|
| Receipts from passengers.....   | \$       | 80,499 | \$154,533 |        |
| “ freight.....                  | 22,311   |        |           |        |
| “ gas and electric plants.....  |          |        |           | 31,629 |
| “ other sources.....            | 19,576   |        | 1,720     |        |
| “ total.....                    | 122,386  |        | 187,882   |        |
| Operating expenses.....         | 100,501  |        | 120,937   |        |
| Earnings from operation.....    | 21,885   |        | 66,945    |        |
| Deductions from earnings.       |          |        |           |        |
| Interest.....                   | 125,000  |        | 129,320   |        |
| Taxes.....                      | 8,144    |        | 17,200    |        |
| Miscellaneous deductions.....   | 13,195   |        |           |        |
| Net income.....                 | *115,827 |        | *79,575   |        |
| Total surplus.....              | *126,902 |        | *251,955  |        |
| *Deficit.                       |          |        |           |        |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |    |           |  |  |
|----------------------------------------|----|-----------|--|--|
| General expenses.....                  | \$ | 29,615    |  |  |
| Transportation expenses.....           |    | 58,270    |  |  |
| Maintenance of way and structures..... |    | 14,844    |  |  |
| “ “ equipment.....                     |    | 18,208    |  |  |
| Total.....                             |    | \$120,937 |  |  |

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 |         |  | 1901.     | 1902. |
|--------------------------------------|---------|--|-----------|-------|
| Passengers carried.....              | 719,736 |  | 1,055,175 |       |
| Tons of freight carried.....         | 27,249  |  | 31,268    |       |
| Passenger car mileage.....           | 522,419 |  | 614,645   |       |
| Freight and express car mileage..... | 19,188  |  | 23,247    |       |
| Total receipts per car mile.....     |         |  | \$ .295   |       |
| Operating expenses per car mile..... |         |  | .187      |       |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                         | 1900.       | 1901.        | 1902.       |
|---------------------------------|-------------|--------------|-------------|
| Cost of road and equipment..... | \$4,074,400 | *\$5,237,776 | \$5,385,837 |
| Cash.....                       | 7,029       | 4,880        | 4,493       |
| Open account.....               | 37,920      | 70,235       | 15,854      |
| Due by agents.....              | 9,786       | 1,123        | 1,008       |
| Materials and supplies.....     | 2,287       | 6,643        | 7,683       |
| Additions and betterments.....  | 7,886       |              |             |
| Prepaid insurance.....          | 626         | 4,051        | 2,244       |
| Other assets.....               |             | 134          |             |
| Profit and loss (deficit).....  |             | 126,902      | 251,955     |
| Total.....                      | \$4,139,934 | \$5,451,745  | \$5,669,074 |

## LIABILITIES.

|                                |             |             |             |
|--------------------------------|-------------|-------------|-------------|
| Capital stock.....             | \$1,975,400 | \$2,500,000 | \$2,500,000 |
| Funded debt.....               | 2,099,000   | 2,500,000   | 2,500,000   |
| Int. due and accrued.....      | 34,983      | 41,667      | 167,498     |
| Loans.....                     |             | 351,024     | 386,528     |
| Taxes “ “.....                 | 224         |             |             |
| Rent's “ “.....                | 1,000       |             |             |
| Accounts payable.....          | 14,700      | 59,054      | 115,048     |
| Profit and loss (surplus)..... | 14,627      |             |             |

Total.....\$4,139,934 \$5,451,745 \$5,669,074

\*Includes gas, electric light and power plants.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 42.4, trackage, 2.1; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 29 motor cars, and 8 trail cars; Gen. Elec. dynamos and motors; Ball & Wood engines; Brill and Stephenson cars; 1 locomotive, 4 passenger cars, 15 freight cars, and 2 snow plows.

**OFFICERS.**—Pres. Clinton L. Rossiter, 1st V. Pres. A. M. Young, 2d V. Pres. & Gen. Man. George G. Blakeslee, Sec. L. B. Grant, Treas. H. G. Runkle, Supt. of Ry. J. S. Gillespie, Elec. Supt. R. P. Leavitt.

**GENERAL OFFICE**, Rensselaer, N. Y.

**POWER PLANT**, Stuyvesant Falls, N. Y.

**REFERENCE.**—Description of road, Vol. XVII, Feb. 2, '01, p. 141 (ill.).

Date of information, Mar., 1903.

## HUNTINGTON.

Population in 1880, 2,952, in 1890, 3,028.

**Huntington Railroad Co.**—Chartered May, 1890. Annual meeting second Wednesday in July. The Long Island R. R. Co. assumed entire control of this road on March 5, 1898.

**CAPITAL STOCK**, authorized and issued, \$30,000; par value \$10 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized, \$30,000, issued, \$26,000; coupon, but may be registered; dated 1890, due 1920; denom. \$500; int. payable June and Dec.

Please note date of information at end of each report.

| OPERATION.—Year ending June 30, |         |         |         |          |          |
|---------------------------------|---------|---------|---------|----------|----------|
|                                 | 1898.   | 1899.   | 1900.   | 1901.    | 1902.    |
| Gross receipts.....             | \$4,737 | \$8,565 | \$9,566 | \$10,565 | \$12,118 |
| Operating expenses.....         | 3,545   | 12,249  | 10,825  | 10,455   | 13,622   |
| Earnings from operation....     | 1,192   | *3,684  | *1,259  | 110      | *1,503   |
| Deductions from earnings..      | 1,308   | 1,568   | 1,754   | 1,757    | 1,821    |
| Net income.....                 | *116    | *5,252  | *3,013  | *1,647   | *3,324   |
| Dividends paid.....             | 600     |         |         |          |          |
| To surplus account.....         | *716    | *5,252  |         |          |          |
| Total surplus account.....      | *430    | *5,818  | 8,837   | *10,849  | *13,810  |
| * Deficit.                      |         |         |         |          |          |

## STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1898.  | 1899.   | 1900.   | 1901.   | 1902.   |
|-------------------------------|--------|---------|---------|---------|---------|
| Passengers carried.....       | 58,000 | 165,373 | 181,391 | 195,349 | 222,461 |
| Car miles run.....            | 26,500 | 62,478  | 62,334  | 61,469  | 51,335  |
| Gross rec'ts per car mile. \$ | .179   | *.137   | *.153   | *.172   | *.236   |
| Op. ex. per car mile.....     | .133   | .196    | .173    | .170    | 2.66    |

DIVIDENDS.—In 1891, 3 p. c.; in 1892, 4 p. c.; in 1893, 4 p. c.; in 1894, 2 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 2 p. c.

## BALANCE SHEET.—Dated June 30.

| ASSETS.                      |           |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
|                              | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equip. \$   | 56,085    | *102,445  | *103,252  | *103,231  | *103,138  |
| Cash assets.....             | 1,622     | 845       | 426       |           | 198       |
| Other assets.....            | 140       | 383       | 818       | 293       |           |
| Profit and loss (deficit)... | 430       | 5,818     | 8,838     | 10,485    | 13,810    |
| Total.....                   | \$104,637 | \$110,298 | \$113,313 | \$114,009 | \$117,146 |

## LIABILITIES.

|                              | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$30,000  | \$30,000  | \$30,000  | \$30,000  | \$30,000  |
| Funded debt.....             | 26,000    | 26,000    | 26,000    | 26,000    | 26,000    |
| Loans.....                   |           |           | 56,000    | 56,000    | 56,000    |
| Other liabilities.....       | 48,637    | 54,298    | 1,313     | 2,009     | 5,146     |
| Profit and loss (surplus)... |           |           |           |           |           |
| Total.....                   | \$104,637 | \$110,298 | \$113,313 | \$114,009 | \$117,146 |

PLANT AND EQUIPMENT.—Miles of track, (electric) 3.2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 5 motor cars, 7 other cars; Brill, Jackson & Sharp cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., V. Pres. Geo. D. Pratt, Audr. A. B. Bierck, Sec. & Treas. Frank E. Hoff, Supt. & Elec'n. H. W. Tillot.

DIRECTORS.—W. H. Baldwin, Jr., A. B. Bierck, W. F. Brown, Brooklyn, N. Y.; J. M. Brush, Jno. F. Wood, E. D. Davidson, Huntington, L. I.; W. F. Potter, Flushing, N. Y.; Frank E. Hoff, Long Island City, N. Y.

GENERAL OFFICE, at office of L. I. R. R., and 128 Broadway, New York City.

Date of information, Sept., 1902.

b

## ITHACA.

Population in 1880, 9,105, in 1890, 11,079, in 1900, 13,136.

Ithaca Street Railway Co.—Chartered Nov. 18, 1884. Annual meeting second Monday in June. This company owns the Cayuga Lake Electric Ry. and the Brush Swan Electric Light Co.

CAPITAL STOCK, authorized and issued, \$325,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued \$175,000; dated July 1, 1892, due 1922; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, \$75,000; dated Jan. 2, 1894, due June 2, 1922; int. payable Jan. and July.

Third mortgage bonds, authorized and issued, \$50,000; dated June 1, 1901, due 1922; int. payable Jan. and July.

NOTE.—The company has guaranteed the first mortgage 6 p. c. bonds of the Cayuga Lake Electric Ry. Co., authorized and issued, \$25,000; dated June 1, 1894, due 1922; int. payable June and Dec.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from pass....          | \$59,127 | \$61,974 | \$65,242 | \$74,417 | \$79,633 |
| " " power pl.                   |          |          |          |          | 24,455   |
| " " other sources...            | 16,014   | 13,716   | 36,306   | 25,135   | 7,002    |
| " " total.....                  | 75,141   | 75,690   | 101,548  | 99,552   | 111,090  |
| Operating expenses....          | 46,760   | 48,062   | 67,070   | 83,812   | 95,409   |
| Earnings from oper....          | 28,381   | 27,628   | 34,478   | 15,740   | 15,681   |
| Deductions from earn.           |          |          |          |          |          |
| Interest.....                   | 29,037   | 23,646   | 25,926   | 22,157   | 19,790   |
| Taxes.....                      |          |          |          |          | 3,345    |
| Net income.....                 | *.656    | 3,982    | 8,552    | *6,417   | *7,455   |
| Dividends paid.....             | 7,500    |          |          |          |          |
| To surplus account.....         | *8,156   | 3,982    | 8,552    |          |          |
| Total surplus account..         | 12,563   | 33,044   | 40,582   | 23,167   | *11,822  |

DIVIDENDS, in 1896, 6 p. c.; in 1897, 2½ p. c.; in 1898, 2½ p. c.

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,     | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------|----------|----------|----------|----------|----------|
| General expenses.....    | \$ 9,482 | \$10,842 | \$10,412 | \$18,899 | \$15,190 |
| Transportation exps....  | 30,557   | 28,806   | 39,454   | 50,941   | 66,334   |
| Main. of way and bldgs.. | 2,837    | 1,945    | 5,328    | 4,559    | 5,758    |
| " " equipment....        | 3,884    | 6,469    | 11,876   | 9,413    | 8,127    |
| Total.....               | \$46,760 | \$48,062 | \$67,070 | \$83,812 | \$95,409 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,        | 1898.     | 1899.     | 1900.     | 1901.     | 1902. |
|-----------------------------|-----------|-----------|-----------|-----------|-------|
| Revenue pass. carried....   | 1,303,911 | 1,387,193 | 1,500,600 | 1,568,728 |       |
| Transfer " ".....           | 178,206   | 243,533   | 310,827   | 325,118   |       |
| Car miles run.....          | 298,663   | 371,576   | 425,659   | 433,556   |       |
| Total receipts per car mile | \$ .253   | \$ .273   | \$ .234   | \$ .256   |       |
| Operating exp. per car mile | .160      | .180      | .197      | .220      |       |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                    |           |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
|                            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equip. \$ | 527,207   | \$538,448 | \$562,434 | \$589,187 | \$589,330 |
| Other permanent inve.      | 95,525    | 94,109    | 75,000    | 75,000    | 75,000    |
| Cash.....                  | 6,774     | 5,357     | 1,777     | 1,295     | 546       |
| Bills receivable.....      | 2,277     |           |           |           |           |
| Due by agents.....         |           |           |           | 115       | 130       |
| Open accounts.....         | 1,581     | 4,330     | 23,613    | 1,635     | 1,521     |
| Material and supplies..    | 5,418     | 6,330     | 7,094     | 8,597     | 2,774     |
| Other assets.....          | 886       | 916       | 3,001     | 248       | 393       |
| Profit and loss (deficit). |           |           |           |           | 11,822    |
| Total.....                 | \$639,668 | \$649,490 | \$672,919 | \$676,078 | \$681,517 |

## LIABILITIES.

|                                          | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....                       | \$300,000 | \$300,000 | \$300,000 | \$325,000 | \$325,000 |
| Funded debt.....                         | 275,000   | 275,000   | 275,000   | 275,000   | 325,000   |
| Int. on funded debt due and accrued..... | 7,625     | 7,625     | 7,685     | 375       | 125       |
| Accounts payable.....                    |           | 11,598    | 13,264    | 2,536     | 14,873    |
| Loans.....                               | 25,724    | 22,223    | 35,388    |           | 15,069    |
| Bills payable.....                       | 18,756    |           |           |           |           |
| Other assets.....                        |           |           |           |           | 1,451     |
| Pro. and loss (surp)....                 | 12,563    | 33,044    | 40,582    | 23,167    |           |
| Total.....                               | \$639,668 | \$649,490 | \$672,919 | \$676,078 | \$681,517 |

PLANT AND EQUIPMENT.—Miles of track (electric), 7.68; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 27 motor cars; Brill, Gilbert and Jackson & Sharp cars; power purchased from the Remington Salt Co.

OFFICERS.—Pres. Edward G. Wyckoff, V. Pres. F. C. Cornell, Sec. R. L. Post, Treas. & Gen. Man. H. A. Nicholl; Asst. Gen. Man. R. L. Post.

DIRECTORS.—Edward G. Wyckoff, Jared T. Newman, Charles G. Hoyt, F. C. Cornell, Samuel D. Halliday, R. C. Carpenter, R. L. Post, H. A. Nicholl, Ithaca, N. Y.

GENERAL OFFICE, State & Tioga Sts., Ithaca, N. Y.

REFERENCE.—Accident instructions, Vol. XVI, Aug. 18, '00, p. 774.

Date of information, Mar., 1903.

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## JAMESTOWN.

Population in 1880, 9,357, in 1890, 16,038, in 1900, 22,892.

The Jamestown Street Railway Co.—Chartered by the State Oct. 8, 1883, for 99 years. Annual meeting third Monday in Oct.

CAPITAL STOCK, authorized, \$250,000, issued, \$100,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$300,000; coupon, but may be registered; dated Jan. 23, 1883, due 1913; denom. \$1,000; int. payable Jan. and July, at office of State Trust Co., trustee of mortgage.

## OPERATION.—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.     | 1901.     | 1902.     |
|---------------------------|----------|----------|-----------|-----------|-----------|
| Receipts from pass.....   | \$88,142 | \$90,743 | \$103,477 | \$109,013 | \$114,598 |
| " " other sources....     | 2,760    | 2,307    | 1,910     | 1,703     | 1,519     |
| " " total.....            | 90,902   | 93,050   | 105,387   | 110,716   | 116,117   |
| Operating expenses.....   | 60,470   | 57,523   | 62,443    | 66,738    | 76,718    |
| Earnings from oper.....   | 30,432   | 35,527   | 42,944    | 43,978    | 39,399    |
| Deductions from earnings. |          |          |           |           |           |
| Interest.....             | 26,272   | 26,500   | 25,869    | 25,958    | 27,945    |
| Taxes.....                | 3,676    | 3,565    | 3,681     | 3,316     | 4,182     |
| Net income.....           | 484      | 5,462    | 13,394    | 14,704    | 7,272     |
| Total surplus account.... | 593      | 5,961    | 19,275    | 35,479    | 42,751    |

## OPERATING EXPENSES.

| Year ending June 30,         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| General expenses.....        | \$ 6,398 | \$ 4,731 | \$ 5,577 | \$ 5,699 | \$ 8,569 |
| Transportation expenses....  | 39,352   | 37,805   | 39,747   | 45,867   | 50,953   |
| Maint. of way and buildings. | 5,845    | 7,829    | 9,962    | 6,667    | 7,905    |
| " " equipment.....           | 8,875    | 7,158    | 7,157    | 8,506    | 9,291    |
| Total.....                   | \$60,470 | \$57,523 | \$62,443 | \$66,738 | \$76,718 |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending June 30,   |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
|                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Rev. pass. carried     | 2,398,584 | 2,044,332 | 2,389,194 | 2,486,552 | 2,608,361 |
| Trans. " "             | 2,398,584 | 438,056   | 522,863   | 508,392   | 535,294   |
| Car miles run          | 640,120   | 584,548   | 624,140   | 617,335   | 661,021   |
| Total rec'ts per c. m. | \$ .142   | \$ .159   | \$ .169   | \$ .179   | \$ .176   |
| Oper. exps. " "        | .089      | .098      | .100      | .108      | .116      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.            |           |           |           |           |           |
|--------------------|-----------|-----------|-----------|-----------|-----------|
|                    | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road       | \$335,439 | \$355,326 | \$392,346 | \$629,898 | \$632,519 |
| " equipment        | 218,555   | 218,951   | 222,893   | 103,942   | 103,942   |
| Improv. of Celeron | 103,942   | 103,942   | 103,942   | 103,942   | 103,942   |
| Cash               | 137       | 137       | 137       | 137       | 137       |
| Bills receivable   | 43        | 43        | 43        | 43        | 43        |
| Open accounts      | 117,714   | 123,093   | 135,527   | 147,357   | 161,945   |
| Material and sup.  | 5,144     | 2,273     | 1,288     | 2,219     | 2,467     |
| Unsubscribed stock | 150,000   |           |           |           |           |

Total ..... \$930,974 \$803,764 \$856,176 \$883,595 \$901,053

## LIABILITIES.

|                        |           |           |           |           |           |
|------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock          | \$250,000 | \$250,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt            | 300,000   | 300,000   | 300,000   | 300,000   | 300,000   |
| Bills payable          | 218,729   | 217,726   | 232,718   | 230,788   | 250,527   |
| Other liabilities      | 161,653   | 180,078   | 204,183   | 217,328   | 207,775   |
| Profit and loss (sur.) | 592       | 5,961     | 19,275    | 35,479    | 42,751    |

Total ..... \$930,974 \$803,765 \$856,176 \$883,595 \$901,053

PLANT AND EQUIPMENT.—Miles of track (electric), 20.8; gauge, 4 ft. 8½ in.; 30 lb. to 70 lb. T and girder rail; 7 horses, 50 motor cars; 6 other cars; Noye and Phoenix engines, Short, Walker and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. L. B. Warner, Sec. W. S. Cameron, Treas. S. B. Broadhead, Supt. & Pur. Agt. Geo. E. Maltby, Ch. Engr. & Ch. Engr. of Power Station, Chas. Griffith, Elec'n. Frank Miller, Foreman A. A. Harvey, Asst. Foreman J. L. Hills.

DIRECTORS.—A. N. Broadhead, L. B. Warner, O. E. Jones, F. E. Gifford, W. S. Cameron, S. B. Broadhead, R. N. Marvin, Wm. Broadhead.

GENERAL OFFICE, Jamestown, N. Y.

Date of information, Sept., 1902.

b

## KINGSTON.

Population in 1880, 18,344, in 1890, 21,261, in 1900, 24,535.

Kingston City Railroad Co.—Chartered June 5, 1879, for 99 years. Annual meeting second Wednesday in Oct. In 1900 control of the capital stock of this company was acquired by the Colonial City Traction Co., and on Dec. 11, 1901, these two companies were consolidated, forming the Kingston Consolidated R. R. Co.

Date of information, Mar., 1903.

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Kingston Consolidated Railroad Co.—This is a consolidation, Dec. 11, 1901, of the Kingston City R. R. Co. and the Colonial City Traction Co.

CAPITAL STOCK, authorized and issued, \$400,000.

FUNDED DEBT.—Consolidated mortgage, 5. p. c. bonds, authorized, \$700,000; issued, \$534,000; in treasury, \$166,000; dated Oct. 9 1902, due Jan. 1, 1952; int. payable Jan. and Dec. at office of Manhattan Trust Co. These bonds were issued for the purchase of the Kingston City R. R. Co.

OPERATION.—Year ending Dec. 31, 1902.

|                          |           |
|--------------------------|-----------|
| Total receipts           | \$112,320 |
| Operating expenses       | 64,827    |
| Earnings from operation  | 47,493    |
| Deductions from earnings |           |
| Interest                 | 3,256     |
| Taxes                    | 35,369    |
| Net income               | 8,869     |

## OPERATING EXPENSES.

| Year ending Dec. 31, 1902.        |          |
|-----------------------------------|----------|
| General expenses                  | \$11,510 |
| Transportation expenses           | 43,167   |
| Maintenance of way and structures | 2,527    |
| " equipment                       | 7,624    |
| Total                             | \$64,827 |

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31, 1902.      |           |
|---------------------------------|-----------|
| Passengers carried              | 2,338,524 |
| Transfers                       | 71,496    |
| Car miles run                   | 518,508   |
| Total receipts per car mile     | \$ .217   |
| Operating expenses per car mile | .125      |

## BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.              |             | Liabilities.            |             |
|----------------------|-------------|-------------------------|-------------|
| Cost of road & equip | \$1,109,848 | Capital stock           | \$400,000   |
| Cash                 | 4,129       | Funded debt             | 534,000     |
| Other assets         | 1,755       | Treasury bonds          | 166,000     |
|                      |             | Other liabilities       | 6,862       |
|                      |             | Profit and loss (surp.) | 8,869       |
| Total                | \$1,115,731 | Total                   | \$1,115,731 |

PLANT AND EQUIPMENT.—Miles of track (electric) 9.2; gauge, 4 ft. 8½ in.; 80 lb. T. rail; 38 motor cars.

OFFICERS.—Pres. Chas. M. Preston, 15 Wall St., New York; Sec. Augustus J. Phillips, Treas. Abram Hasbrouck, Gen. Man. C. Gordon Reel.

DIRECTORS.—August Belmont, Chas. M. Preston, A. M. Day, Augustus J. Phillips, Abram Hasbrouck, George Hutton, G. B. D. Hasbrouck, Luke Noone, Noah Wolven.

GENERAL OFFICE, 320 Broadway, Kingston, N. Y.

REFERENCE.—Description of road, Vol. XX, Dec. 27, '02, p. 1006 map, (ill.).

Date of information, Mar., 1903.

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Colonial City Traction Co.—Chartered Jan. 9, 1896, as the successor to the Colonial City Electric Ry. Co., whose property was sold under foreclosure of mortgage on Dec. 12, 1895, to C. S. Davison of New York, representing the bondholders, for \$70,000. Annual meeting in Jan. On Dec. 11, 1901, this company was consolidated with the Kingston City R. R. Co., forming the Kingston Consolidated R. R. Co.

Date of information, Mar., 1903.

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## LEWISTON.

Population in 1890, 2,577, in 1900, 3,221.

Lewiston & Youngstown Frontier Railway Co.—Chartered in Aug., 1895. Annual meeting Sept. 7.

CAPITAL STOCK, authorized, \$150,000, issued, \$134,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, \$150,000, issued, \$134,000; dated June 1, 1896, due 1926; int. payable June and Dec. at office of Buffalo Loan, Trust & Safe Deposit Co., Buffalo, N. Y., trustee of mortgage.

OPERATION.—Year ending June 30,

|                              | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Total receipts               | \$10,555 | \$11,750 | \$10,422 | \$10,457 |
| Operating expenses           | 7,407    | 9,228    | 9,847    | 9,665    |
| Earnings from operation      | 3,148    | 2,522    | 575      | 792      |
| Deductions from earnings     |          |          |          |          |
| Interest on funded debt      | 8,040    | 8,040    | 8,040    | 8,040    |
| " floating debt and mortgage | 1,183    | 1,300    | 1,327    | 1,356    |
| Taxes                        | 677      | 741      | 809      | 761      |
| Net income                   | \$6,752  | \$7,519  | \$9,601  | \$9,365  |
| Total deficit                | 19,773   | 27,292   | 35,906   | 45,270   |
| *Deficit.                    |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30,            |  | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------------|--|---------|---------|---------|---------|
| General expenses                |  | \$2,290 | \$3,213 | \$2,655 | \$2,878 |
| Transportation expenses         |  | 4,166   | 4,126   | 4,371   | 5,011   |
| Maintenance of way and building |  | 690     | 1,231   | 1,808   | 1,336   |
| " equipment                     |  | 261     | 658     | 1,012   | 440     |
| Total                           |  | \$7,407 | \$9,228 | \$9,847 | \$9,665 |

## STATISTICS OF TRAFFIC.

| Year ending June 30.            |  | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------------|--|---------|---------|---------|---------|
| Passengers carried              |  | 47,921  | 44,026  | 43,672  | 57,808  |
| Car miles run                   |  | 64,060  | 57,640  | 86,806  | 61,515  |
| Total receipts per car mile     |  | \$ .164 | \$ .203 | \$ .120 | \$ .170 |
| Operating expenses per car mile |  | .115    | .160    | .113    | .157    |

BALANCE SHEET.—Dated June 30,

| ASSETS.                    |  | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|--|-----------|-----------|-----------|-----------|
| Cost of road and equipment |  | \$273,134 | \$293,250 | \$293,250 | \$293,250 |
| Cash and current assets    |  | 13,817    | 1,329     | 886       | 2,736     |
| Profit and loss (deficit)  |  | 19,773    | 27,292    | 35,906    | 45,270    |
| Total                      |  | \$306,724 | \$321,871 | \$330,042 | \$341,256 |

## LIABILITIES.

|                                 |                  |                  |                  |                  |
|---------------------------------|------------------|------------------|------------------|------------------|
| Capital stock.....              | \$134,000        | \$134,009        | \$134,000        | \$134,000        |
| Funded debt.....                | 134,000          | 134,000          | 134,000          | 134,000          |
| Accrued interest.....           | 16,750           | 24,985           | 32,923           | 40,969           |
| Loans.....                      | 3,200            | 25,587           | 25,800           | 27,087           |
| Bills and accounts payable..... | 18,774           | 3,299            | 3,310            | 5,199            |
| Total.....                      | <u>\$306,724</u> | <u>\$321,871</u> | <u>\$330,042</u> | <u>\$341,256</u> |

Please note date of information at end of each report.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 9 motor cars; Gen. Elec. dynamos and motors, Brill cars, Niagara Falls power.

**OFFICERS.**—Pres. A. J. Wheeler, Buffalo, N. Y.; V. Pres. H. C. Howard, Sec. & Treas. Chas. S. Webb, P. O. box, 272, Buffalo, N. Y.; Supt. F. G. Lott, Asst. Supt. F. M. Sims.

**DIRECTORS.**—Lawrence D. Rumsey, Henry C. Howard, Edwin T. Evans, George F. Sowerby, Geo. R. Teller, A. J. Wheeler, John N. Scatcherd, F. M. Hayes, Buffalo, N. Y.; A. H. Dutton, Lewiston, N. Y.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Sept., 1902.

b

### LIBERTY.

Population in 1890, 734, in 1900, 1,760.

**Liberty & Jeffersonville Electric Railway Co.**—This company was organized in Apr., 1897, to construct an electric railway connecting Liberty with Kenoza Lake, about 16.5 miles. Annual meeting, third Tuesday in Apr. The road is under construction.

**CAPITAL STOCK**, authorized, \$120,000, issued, \$112,800.

**OFFICERS.**—Pres. Frank M. Jeffery, 35 Nassau St., New York; Sec. Phillips Isham, Treas. W. P. Craig, East Orange, N. J.

**DIRECTORS.**—R. H. Beach, W. P. Craig, D. W. Craig, F. Barber, Phillips Isham, Edward K. Summerwell, Lewis R. Pomeroy, A. F. Marmelstein, Jr.

**GENERAL OFFICE**, Liberty, N. Y.

Date of information, Sept., 1902.

b

### LONG ISLAND CITY.

**New York & Queens County Railway Co.**—Chartered June 26, 1896, as a consolidation of the Steinway Ry. Co., of Long Island City, the Newtown Ry. Co., the Riker Ave. Ry. Co., the Long Island City & Newtown Ry. Co., and the Flushing & College Point Ry. Co. The company controls the entire street railway system of Long Island City, together with a line to Flushing. Annual meeting third Thursday in July. On May 29, 1902, a charter was granted to the Queens Ry. Co. for the purpose of purchasing certain portions of this road. On June 1, 1902, the Queens Ry. Co. was merged with this company, and the capital stock was increased to \$3,100,000. This company is controlled by the same interests that control the New York & North Shore Ry. Co., of Brooklyn.

**Capital Stock**, authorized, \$5,000,000, issued, \$3,100,000; par value, \$100 per share.

**Funded Debt.**—Consolidated mortgage (see note) 4 p. c. gold bonds, authorized, \$4,200,000, issued \$2,500,000, outstanding, \$1,300,000; in escrow, \$1,700,000; dated June 29, 1896, due 1946; int. payable April and Oct., at office of Mercantile Trust Co., trustee of mortgage.

#### PRIOR LIENS.

Steinway Ry. Co.'s first mortgage 6 p. c. gold bonds, \$1,500,000; dated 1892, due July 1, 1922.

Newtown Ry. Co.'s first mortgage 5 p. c. bonds, \$150,000; dated 1894, due Dec., 1924.

Flushing & College Point Ry. Co.'s first mortgage 5 p. c. bonds, \$50,000; dated 1895, due Apr., 1925.

**Note.**—Within the fiscal year 1898-9 a re-organization of this company occurred wherein the consolidated mortgage of \$2,500,000 at 5 p. c. has been decreased to \$1,300,000 at 4 p. c. By this re-organization—all papers being on file in the office of the Board of R. R. Commissioners—the floating debt has been eliminated and \$125,000 of interest charges have been funded. \$1,700,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

**Franchises.**—The franchises are for 999 years, and no burdensome conditions are attached. The company is not required to pave or keep in repair any portion of the streets through which its lines run. The company's lines occupy all the principal streets in Long Island City, and connect (exclusively) with the two ferries to New York, and with the Brooklyn street railway system.

**Operation.**—Year ending June 30,

|                                                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass....                                        | \$408,949 | \$423,017 | \$462,844 | \$489,018 | \$543,017 |
| “ other sources..                                             | 28,808    | 3,379     | 5,603     | 5,283     | 5,447     |
| “ total.....                                                  | 437,757   | 426,396   | 468,447   | 494,301   | 548,464   |
| Operating expenses....                                        | 251,278   | 242,923   | 250,505   | 265,336   | 311,636   |
| Earnings from operation                                       | 186,479   | 183,473   | 217,942   | 228,965   | 236,828   |
| Deductions from earnings.                                     |           |           |           |           |           |
| Interest.....                                                 | 238,095   | \$115,407 | 112,729   | 153,740   | 156,473   |
| Taxes.....                                                    | 16,750    | 16,876    | 30,000    | 20,000    | 25,289    |
| Net income.....                                               | \$168,366 | 51,190    | 75,213    | 55,225    | 55,066    |
| Total surplus.....                                            | \$152,625 | \$1,435   | 74,972    | 130,196   | 185,365   |
| † Deficit.                                                    |           |           |           |           |           |
| † In addition to \$125,000 interest funded by reorganization. |           |           |           |           |           |

#### OPERATING EXPENSES.

| Year ending June 30,        | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| General expenses.....       | \$37,624  | \$44,893  | \$54,866  | \$67,900  |
| Maint. of way and buildings | 27,759    | 25,340    | 15,765    | 19,738    |
| “ “ equipment....           | 29,036    | 31,920    | 33,350    | 35,120    |
| Transportation expenses...  | 148,504   | 148,343   | 161,356   | 188,878   |
| Total.....                  | \$242,923 | \$250,505 | \$265,336 | \$311,636 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,      | 1899.     | 1900.     | 1901.      | 1902.      |
|---------------------------|-----------|-----------|------------|------------|
| Rev. passengers carried   | 8,651,987 | 9,545,652 | 10,064,392 | 11,126,586 |
| Transfer “ “              | 1,220,963 | 1,401,981 | 1,523,587  | 1,632,863  |
| Car miles run.....        | 2,277,658 | 2,340,312 | 2,484,639  | 2,649,115  |
| Total rcpts. per car mile | \$.187    | \$.200    | \$.199     | \$.207     |
| Op. exp. per car mile..   | .106      | .107      | .107       | .118       |

**Balance Sheet.**—Dated June 30,

| ASSETS.                   | 1899.       | *1900.      | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Cost of road & equipment. | \$5,148,236 | \$5,410,833 | \$5,547,140 | \$6,502,621 |
| Cash assets.....          | 305,633     | 18,406      | 53,628      | 39,560      |
| Supplies on hand.....     | 12,500      | 34,717      | 16,246      | 26,120      |
| Stock uncalled for.....   | 92,800      |             |             |             |
| Open accounts.....        | 12,113      | 12,278      | 8,575       | 26,631      |
| Prepaid insurance.....    |             | 725         | 706         | 736         |
| Total.....                | \$5,571,282 | \$5,476,959 | \$5,626,295 | \$6,595,668 |

#### LIABILITIES.

|                             |             |             |             |             |
|-----------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....          | \$2,223,100 | \$2,221,100 | \$2,242,100 | \$3,100,000 |
| Funded debt.....            | 3,000,000   | 3,000,000   | 3,000,000   | 3,000,000   |
| Special loans.....          |             | 1,200       | 66,200      | 76,200      |
| Bills payable.....          | 114,085     |             |             | 11,034      |
| Open accounts.....          |             | 44,836      |             |             |
| Accrued interest & taxes    | 98,363      | 62,603      | 122,896     | 152,602     |
| Accounts payable.....       | 28,934      | 58,248      | 50,903      | 30,059      |
| Real estate mortgage....    | 14,000      | 14,000      | 14,000      | 14,000      |
| Due stockholders.....       | 92,800      |             |             |             |
| Other liabilities.....      |             |             |             | 26,409      |
| Profit and loss (surplus).. |             | 74,972      | 130,195     | 185,365     |
| Total.....                  | \$5,571,282 | \$5,476,959 | \$5,626,295 | \$6,595,668 |

\* See note in opening paragraph.

**Plant and Equipment.**—Miles of track (electric), 74.47; gauge, 4 ft. 8½ in.; 75 lb. and 93 lb. girder rail; 203 motor cars, 30 trail cars and 21 miscellaneous cars; 2,000 H. P. station plant; Cooper-Corliss engines, B. & W. boilers, Gen. Elec. dynamos and motors.

**Officers.**—Pres. W. H. Shelmerdine, Philadelphia; V. Pres. C. B. Simpson, Sec. & Treas. I. M. Tritt.

**Directors.**—W. H. Shelmerdine, Francis Rawle, James M. Gregg, Philadelphia; C. D. Simpson, Scranton; New York City; Frank P. Maize, J. R. Beitem, C. G. Fitch, Wm. E. Stewart, D. W. Murphy, Long Island City.

**General Office**, 9 Borden Ave., Long Island City.

**Power Station**, Astoria, L. I.

Date of information, Mar., 1903.

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**Northport Traction Co.**—This road commenced operation on Apr. 18, 1902.

**Capital Stock**, authorized, \$50,000, issued, \$34,000.

**Funded Debt.**—None.

**Plant and Equipment.**—Miles of track (electric), 3; 4 cars.

**Officers.**—Pres. W. H. Baldwin, Jr., Sec. & Treas. F. E. Hoff, Pur. Agt. H. B. Hodges, Supt. W. F. Potter, Ch. Engr. P. D. Ford, Ch. Elecn. L. S. Wells, M. M. P. Wallis.

**Directors.**—W. H. Baldwin, Jr., Frank E. Hoff, Wm. F. Brown, J. W. Hiltman, Edw. Pidgeon, W. F. Potter, Fred C. Scudder, Wm. J. Kelly, Edward Thompson.

**General Office**, 128 Broadway, New York City.

Date of information, Sept., 1902.

b

### MARCELLUS.

Population in 1890, 2,678, in 1900, 2,581.

**Marcellus Electric Railroad Co.**—Chartered June 4, 1897, to construct an electric railway from N. Y. Central R. R. station at Marcellus, to Marietta, about 11 miles. This road is still in the hands of the contractors. Annual meeting first Tuesday in June.

**CAPITAL STOCK**, authorized, \$200,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds; authorized and issued, \$200,000.

**OFFICERS.**—Pres. Edward Moir, V. Pres. H. E. Overstreet, Sec. J. M. Moir, Treas. J. M. Seymour.

**DIRECTORS.**—F. B. Mills, F. B. White, E. D. Dubois, Martin Dillon, H. E. Overstreet, W. J. Cooke, Frank Harvey, Edward Moir, J. M. Seymour.

**GENERAL OFFICE**, Marcellus, N. Y.

Date of information, Sept., 1902.

b

Please note date of information at end of each report.

. **MASSENA.**

Population in 1890, 2,740.

**The Massena Electric Street Railway Co.**—This company was incorporated in Jan., 1899, to construct an electric railway of about 8 miles at Massena, St. Lawrence Co., N. Y.

**CAPITAL STOCK**, authorized \$125,000, issued for property, \$8,000.

**OFFICERS.**—Pres. T. H. Gillespie, 26 Cortlandt St.; V. Pres. Rob't Swan, Massena; Sec. R. A. Johnson.

**DIRECTORS.**—Thomas H. Gillespie, R. A. Johnson, Robert Walker, Edward M. Dolan, Thomas D. Harris, Willard A. Esselstyn, F. J. Gubelman, H. G. Gillespie, New York City; Robert Swan, Massena.

**GENERAL OFFICE**, 71 Broadway, N. Y.

Date of information, Sept., 1902.

b

**MIDDLETOWN.**

Population in 1880, 8,494, in 1890, 11,977, in 1900, 14,522.

**Middletown-Goshen Electric Railway Co.**—Chartered Oct. 25, 1899. This company is the successor by purchase on Nov. 9, 1899, of the Middletown-Goshen Traction Co., which was chartered June 30, 1893, for 99 years. Municipal franchise granted June 29, 1893 for 99 years. Annual meeting last Monday in July. Operation commenced May 3, 1894. The Middletown-Goshen Traction Co. was a consolidation of the Middletown-Goshen Traction Co. and the Middletown-Bloomingsburgh Electric Ry. Co. On Nov. 6, 1898, Wm. B. Royce was appointed receiver. On June 19, 1899, the old corporation was dissolved, Wm. B. Royce being continued as receiver in the interest of the stockholders, who reorganized it as stated above.

**CAPITAL STOCK**, authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—Middletown-Goshen Traction Co.'s first mortgage 4 p. c. (see note) gold bonds, authorized and issued, \$200,000; coupon, but may be registered; dated Jan. 1, 1894, due 1919; denom. \$1,000; int. payable Jan. and July, at Farmers Loan & Trust Co., of New York, trustee of mortgage.

Middletown-Bloomingsburgh Electric Ry. Co.'s first mortgage 4 p. c. bonds, authorized, \$200,000, issued, \$75,000; dated May 1, 1895, due 1920; denom. \$1,000; int. payable May and Nov.

**OPERATION.**—Year ending June 30,

|                            | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|
| Receipts from pass.....    | \$19,767 | \$46,426 | \$48,052 | \$47,805 |
| " other sources.....       | 1,611    | 405      | 655      | 308      |
| " total.....               | 21,378   | 46,831   | 48,707   | 48,113   |
| Operating expenses.....    | 21,267   | 40,756   | 43,974   | 46,437   |
| Earnings from operation... | 111      | 6,075    | 4,733    | 1,676    |
| Deductions from earnings.  |          |          |          |          |
| Interest.....              | 10,770   | 10,367   | 5,500    |          |
| Taxes.....                 | 844      | 1,250    | 649      | 2,314    |
| Other expenses.....        |          | 2,625    |          |          |
| Net income.....            | *11,503  | *8,167   | *1,415   | *638     |
| *Deficit.                  |          |          |          |          |

**OPERATING EXPENSES.**

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 9,379 |
| Transportation expenses.....           | 23,348   |
| Maintenance of way and structures..... | 5,682    |
| " equipment.....                       | 8,027    |
| Total.....                             | \$46,437 |

**STATISTICS OF TRAFFIC.**

| Period Nov. 6, 1898, to June 30, | —Year ending June 30,—            |
|----------------------------------|-----------------------------------|
| 1899.                            | 1900. 1901. 1902.                 |
| Revenue pass. carried.....       | 434,789 994,684 1,004,949 951,257 |
| Transfer " ".....                | 23,233 49,848 50,704 52,059       |
| Car miles run.....               | 237,654 395,712 401,929 378,106   |
| Total recpts. per car mile....   | \$.089 \$.118 \$.121 \$.127       |
| Oper. exps. per car mile.....    | .089 .103 .100 .123               |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                           | 1898.     | 1899.    | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|----------|-----------|-----------|-----------|
| Cost of road and equip. \$565,011 |           |          | \$375,535 | \$379,663 | \$380,445 |
| Cash.....                         | 2,300     | 406      | 908       | 1,470     | 582       |
| Bills and accts. rec'v'ble        | 4,155     |          |           |           | 3         |
| Material and supplies..           | 78        | 1,682    |           |           |           |
| Profit and loss (deficit).        |           | 11,504   | 3,805     | 5,221     | 5,859     |
| Total.....                        | \$571,544 | \$13,592 | \$380,248 | \$386,354 | \$386,889 |
| LIABILITIES.                      |           |          |           |           |           |
| Capital stock.....                | \$275,000 |          | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....                  | 275,000   |          | 275,000   | 275,000   | 275,000   |
| Bills and accts. payable.         | 8,368     |          |           | 2,676     | 26        |
| Loans.....                        |           | 2,821    | 748       | 1,778     | 2,313     |
| Interest.....                     | 9,000     | 10,771   | 4,500     | 6,900     | 6,900     |
| Other liabilities.....            | 1,097     |          |           |           | 2,650     |
| Profit and loss (surp)...         | 3,079     |          |           |           |           |
| Total.....                        | \$571,544 | \$13,592 | \$380,248 | \$386,354 | \$386,889 |

†Receiver's Balance Sheet.

**PLANT AND EQUIPMENT.**—Miles of track, (electric) 12.84; gauge, 4 ft. 8½ in.; 65 lb. and 110 lb. T and girder rail; 18 motor cars and 6 trail cars; Payne engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. & Gen. Man. Wm. B. Royce, V. Pres. W. B. Broomall, Sec. & Treas. H. B. Royce, Ch. Engr. of Power Station J. J. Walker.

**DIRECTORS.**—Wm. B. Broomall, Chester, Pa.; L. A. Duhring, 1,411 Spruce St., Philadelphia, Pa.; J. P. Brosius, 2,034 Spruce St., Philadelphia, Pa.; Kingsley Montgomery, W. W. Doughten, Philadelphia, Pa.; J. H. Roop, Chester, Pa.; F. D. Graham, Stephen Girard Bldg., Philadelphia, Pa.; W. B. Royce, H. B. Royce, Middletown, N. Y.

**GENERAL OFFICE**, Middletown, N. Y.

**REFERENCE.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Sept., 1902.

b

**MONTICELLO.**

Population in 1890, 1,016, in 1900, 1,160.

**Monticello, Fallsburg & White Lake Railroad Co.**—Chartered Dec. 14, 1900, to build an electric railway from Fallsburg Station to North White Lake, a distance of 18.8 miles.

**CAPITAL STOCK**, authorized and issued, \$250,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$350,000, issued, none; in treasury, \$350,000; dated Oct. 1, 1902, due 1932; denom. \$1,000; int. payable Apr. and Oct. at office of Trust Co. of Republic, trustee of mortgage.

**OFFICERS.**—Pres. Geo. C. Edwards, Bridgeport, Conn; V. Pres. & Treas. Frank M. Jeffery, 35 Nassau St., New York; Sec. A. P. Bachman, 6 Wall St., New York.

**DIRECTORS.**—Geo. C. Edwards, Frank M. Jeffery, Thos. B. Lashar, A. G. Reed, David S. Avery, Henry C. Ware, James G. Terbell, G. Gordon Smith, E. R. Carichoff.

**GENERAL OFFICE**, 35 Nassau St., New York.

Date of information, Mar., 1903.

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**MORAVIA.**

Population in 1880, 1,540, in 1890, 1,486.

**The Syracuse, Skaneateles & Moravia Railroad Co.**—Chartered Aug. 22, 1901. Annual meeting first Monday in Sept. Contracts have been let, and as soon as balance of right of way is secured, work on the construction of the road will commence.

**CAPITAL STOCK**, authorized, \$1,000,000.

**OFFICERS.**—Pres. Wing T. Parker, V. Pres. Henry J. Hubbard, Sec. Joseph Parker, Treas. Thomas W. Downing, Ch. Engr. Walter L. Webb.

**DIRECTORS.**—W. T. Parker, H. J. Hubbard, Jos. Parker, T. W. Downing, C. R. Milford, John Andrews, F. B. Ryan, H. J. Fernald, E. S. Griffing, B. S. Townsend, W. L. Van Dyne.

**GENERAL OFFICE**, Moravia, N. Y.

Date of information, Feb., 1902.

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**MORRISVILLE.**

Population in 1900, 724; Canastota, 3,030.

**Canastota & Morrisville Railway Co.**—Chartered Aug. 29, 1901, to construct and operate an electric railway in Madison County, N. Y.

**CAPITAL STOCK**, authorized, \$300,000, issued, \$62,475; par value, \$50 per share.

**FUNDED DEBT**, authorized, \$300,000, issued, none.

**OFFICERS.**—Pres. Wm. H. Patten, V. Pres. Leander W. Burroughs, Sec. Jos. D. Senn, Treas. B. Tompkins.

**DIRECTORS.**—Wm. H. Patten, Milton Delano, John B. Weaver, Canastota, N. Y.; Leander W. Burroughs, John Reily, John A. Johnson, B. Tompkins, John H. Broad, Morrisville, N. Y.; W. Emmet Coe, Peterboro, N. Y.

**GENERAL OFFICE**, Morrisville, N. Y.

Date of information, Mar., 1903.

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**MOUNT VERNON.**

Population in 1880, 4,586, in 1890, 10,830, in 1900, 17,000.

See Interurban Street Ry. Co., New York City.

**NEWARK.**

Population in 1890, 3,698, in 1900, 4,578, in 1902, 5,100.

**Newark & Marion Railway Co.**—Incorporated Mar. 4, 1900, to construct an electric railway connecting Newark and Marion, about 8 miles. Construction of this road was commenced Nov. 12, 1901.

**CAPITAL STOCK**, authorized, \$100,000, issued, \$47,000; par value, \$100 per share.

Please note date of information at end of each report.

**FUNDED DEBT.**—Not yet issued.

**CONTEMPLATED PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 70 lb. T rail, 10 motor cars; contracts closed for power station and equipment.

**OFFICERS.**—Pres. W. H. Stansfield, V. Pres. E. I. Edgcomb, Sec. F. D. Burgess, Treas. E. V. Pierson.

**DIRECTORS.**—A. K. Hiscock, E. Y. Hoyt, E. I. Edgcomb, W. H. Stansfield, F. C. Soule, C. H. Scutt, C. L. B. Tylee, E. V. Pierson, F. D. Burgess.

**GENERAL OFFICE,** Newark, N. Y.

**Date of information,** Mar., 1903.

**NEWBURGH.**

Population in 1880, 18,049, in 1890, 23,087, in 1900, 24,493.

**Orange County Traction Co.**—This company is the successor to the Newburgh Electric Ry. Co., which it purchased at foreclosure sale in Oct., 1901, and which was chartered Feb., 1894, to take over the property and franchises of the Newburgh Street Ry. Co., which was sold under foreclosure of mortgage on Feb. 13. This company owns and operates the property of the Newburgh & Orange Lake R. R. Co. and the Walden & Orange Lake R. R. Co.

**CAPITAL STOCK,** common, \$150,000; par value, \$25 per share; preferred, authorized and issued, \$175,000; par value, \$25 per share.

**FUNDED DEBT,** total authorized and issued, \$425,000, as follows:

First mortgage 6 p. c. gold bonds, authorized and issued, \$250,000; dated May 1, 1894, due 1944; denom. \$500; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

N. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$75,000; dated July 1, 1894, due 1944; int. payable Jan. and July.

W. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$100,000; dated Apr. 20, 1895, due 1945; int. payable June and Dec.

| OPERATION.—Year ending June 30, 1899. | 1900.    | 1901.    | 1902.    |
|---------------------------------------|----------|----------|----------|
| Receipts from passengers.....         | \$75,614 | \$92,819 | \$85,338 |
| " " other sources.....                | 11,351   | 637      | 1,352    |
| " " total.....                        | 86,965   | 93,456   | 86,690   |
| Operating expenses.....               | 49,459   | 50,966   | 54,621   |
| Earnings from operation.....          | 37,506   | 42,490   | 32,069   |
| Deductions from earnings.             |          |          |          |
| Interest.....                         | 33,311   | 34,290   | 31,800   |
| Taxes.....                            | 3,300    | 3,600    | 4,650    |
| Net income.....                       | 895      | 4,600    | 7,265    |
| Total amount charged off.....         | 250      | 1,033    | 1,064    |
| Net deficit.....                      | 4,275    | 708      | *6,556   |
| * Surplus.                            |          |          | 2,527    |

**OPERATING EXPENSES.**

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$13,874 |
| Transportation expenses.....           | 34,369   |
| Maintenance of way and structures..... | 3,633    |
| " " equipment.....                     | 10,281   |
| Total.....                             | \$62,157 |

**STATISTICS OF TRAFFIC.**

| Year ending June 30,             | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|
| Revenue passengers carried....   | 1,438,000 | 1,560,000 | 1,678,919 |
| Transfer " ".....                | 146,000   | 163,000   | 178,924   |
| Car miles run (passenger).....   | 382,000   | 407,946   | 431,639   |
| " " (freight).....               | 16,700    | 16,800    | 16,428    |
| Total receipts per car mile..... | \$.234    | \$.231    | \$.228    |
| Operating exps. per car mile.... | .128      | .129      | .139      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equipment..   | \$726,408 | \$728,145 | \$728,145 | \$745,086 |
| Cash.....                      | 348       | 622       | 30,939    | 15,610    |
| Bills and accounts receivable. | 3,374     | 2,836     | 2,837     | 3,985     |
| Other assets.....              | 455       | 639       | 1,996     | 1,629     |
| Profit and loss (deficit)..... | 4,275     | 708       |           | 2,527     |
| Total.....                     | \$744,860 | \$732,950 | \$763,916 | \$768,836 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$150,000 | \$150,000 | \$150,000 | \$325,000 |
| Funded debt.....               | 550,000   | 550,000   | 550,000   | 425,000   |
| Accrued interest.....          | 5,075     | 5,975     | 5,075     | 2,500     |
| Loans.....                     | 20,250    | 15,262    |           |           |
| Bills and accounts payable...  | 9,535     | 11,713    | 26,059    | 16,111    |
| Other liabilities.....         |           |           | 26,226    | 225       |
| Profit and loss (surplus)..... |           |           | 6,556     |           |
| Total.....                     | \$734,860 | \$732,950 | \$763,916 | \$768,836 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. steel rail; 20 motor cars and 7 trail cars; Dixon engines, West. dynamos and motors, Jackson & Sharp and Brill cars.

**OFFICERS.**—Pres. S. B. Dutcher, V. Pres. & Gen. Man. W. H. Pouch, Sec. A. B. Pouch, Elec. E. J. Irwin, Ch. Engr. of Power Station Chas. Brown.

**DIRECTORS.**—W. H. Hasey, J. B. Kilsheimer, S. B. Dutcher, J. H. Coon, J. Boroughs, A. B. Pouch, Wm. H. Pouch, Fred'k H. Pouch, E. D. Pouch.

**GENERAL OFFICE,** 244 Broadway, Newburgh.

**REFERENCE.**—Park, Vol. XVII, Mar. 2, '01, p. 308.

**Date of information,** Mar., 1903.

**NEW PALTZ.**

Population in 1880, 493, in 1890, 935, in 1900, 1,022.

**New Paltz & Poughkeepsie Traction Co.**—This company is a reorganization of the New Paltz & Wallkill Valley R. R. Co. of which on Aug. 18, 1898, James G. Graham, of Newburg, N. Y., was appointed temporary receiver on the petition of the directors for voluntary dissolution on the ground of insolvency. On Jan. 19, 1899, Edward Browne was appointed permanent receiver. On Mar. 9, 1899, the company was dissolved, and the Franklin Trust Co. of Brooklyn, N. Y., as trustee for the bondholders, came into possession of the property. On Jan. 1, 1900, the trustee delivered all the properties to the new company. Annual meeting in Jan.

**CAPITAL STOCK,** authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated Jan., 1900, due 1930; denom. \$500; int. payable Jan and July, at office of Franklin Trust Co., trustee of mortgage.

The first mortgage bonds may be called for payment on any interest day at a price of 105 and interest.

| *OPERATION.                 | Year ending June 30, *1899. | 6 mos. ending Dec. 31, *1899. | Year ending June 30, 1901. | 1902.    |
|-----------------------------|-----------------------------|-------------------------------|----------------------------|----------|
| Receipts from passengers... |                             |                               | \$14,396                   | \$16,986 |
| " " other sources.          |                             |                               | 1,407                      | 147      |
| Total.....                  | \$12,939                    | \$10,056                      | 15,803                     | 17,133   |
| Operating expenses.....     | 12,952                      | 8,056                         | 13,596                     | 14,120   |
| Earnings from operation.... | 13                          | 2,000                         | 2,207                      | 3,014    |
| Deductions from earnings.   |                             |                               |                            |          |
| Interest.....               |                             |                               | 5,300                      | 5,177    |
| Taxes.....                  |                             | 144                           | 789                        | 902      |
| Deficit.....                |                             | †1,856                        | 3,871                      | 3,065    |

\*The figures given cover the combined managements for the fiscal year ending June 30, 1899, and the trustees' report for 6 mos. ending Dec. 31, 1899.

† Surplus.

**STATISTICS OF TRAFFIC.**

|                                      | 6 mos. to Jan. 1, 1900. | Year ending June 30, 1901. | 1902.   |
|--------------------------------------|-------------------------|----------------------------|---------|
| Passengers carried.....              | 95,253                  | 137,102                    | 158,673 |
| Car miles run (passenger).....       | 39,712                  | 65,853                     | 71,640  |
| " " (freight).....                   |                         | 32,475                     |         |
| Total receipts per car mile.....     | \$.253                  | \$.161                     | \$.239  |
| Operating expenses per car mile..... | .202                    | .139                       | .197    |

**BALANCE SHEET.**—Dated Jan. 30, 1902.

| Assets.                      |                  | Liabilities.           |                  |
|------------------------------|------------------|------------------------|------------------|
| Cost of road & equip....     | \$204,316        | Capital stock.....     | \$100,000        |
| Cash.....                    | 721              | Funded debt.....       | 100,000          |
| Other assets.....            | 1,094            | Interest.....          | 2,500            |
| Profit and loss (deficit)... | 7,790            | Other liabilities..... | 11,421           |
| Total.....                   | <u>\$213,921</u> | Total.....             | <u>\$213,921</u> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9.27; gauge, 4 ft. 8½ in.; 67 lb. and 70 lb. T and girder rail; 13 cars, of which 7 are motor cars, 2 trail cars and 4 freight cars; 640 H. P. station plant; Russell and Clarke engines, West. dynamos and motors, Barney & Smith cars, Taylor trucks.

**OFFICERS.**—Pres. & Gen. Man. Edwin R. Case, 15 Exchange Pl., Jersey City, N. J.; V. Pres. J. B. Cleveland, 15 Exchange Pl., Jersey City, N. J.; Sec. & Treas. E. F. Millar, 15 Exchange Pl., Jersey City, N. J.; Supt. Emmett Hopkins, New Paltz, N. Y.; Ch. Engr. A. K. Vradenburgh, Elec. I. J. Tewilliger.

**DIRECTORS.**—E. R. Case, J. B. Cleveland, E. F. Miller, A. L. Fennessy, C. D. Thompson, F. H. Hall, D. F. Edwards, M. C. Cleveland, Wm. R. Ward.

**GENERAL OFFICE,** New Paltz, Ulster Co., N. Y. Executive office, 15 Exchange Place, Jersey City.

**POWER STATION,** Lloyd, N. Y.

**Date of information,** Sept., 1902.

Please note date of information at end of each report.



## NEW YORK.

Population in 1880, 1,206,229, in 1890, 1,515,302, in 1900, 3,437,202.  
**Bleecker Street & Fulton Ferry Railroad Co.**—Chartered Dec. 12, 1864. Annual meeting fourth Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally to Twenty-third Street Ry. Co. for 99 years), for a rental of \$62,500 per annum, equivalent to interest on funded debt, and a dividend of 1½ p. c. on capital stock.

**Capital Stock**, authorized and issued \$900,000; par value, \$100 per share. Dividends 1½ p. c., payable Jan. and July.

**Funded Debt**.—\*First mortgage 7 p. c., bonds, authorized and issued, \$700,000; dated Jan. 1, 1876, due 1900; int. payable Jan. and July.

\*Extended Jan. 1, 1900, for 50 years at 4 p. c.

**Balance Sheet**.—Dated, June 30, 1902, (Same in 1892-8-9-1900-01.)

| Assets.                         |             | Liabilities.            |             |
|---------------------------------|-------------|-------------------------|-------------|
| Cost of road and equipment..... | \$1,801,932 | Capital stock.....      | \$900,000   |
| Bond extension account.....     | 30,500      | Funded debt.....        | 700,000     |
|                                 |             | Profit and loss.....    | 201,932     |
|                                 |             | Met. St. Ry. account... | 30,500      |
| Total .....                     | \$1,832,432 | Total .....             | \$1,832,432 |

**Plant and Equipment**.—See Metropolitan Street Ry. Co.

**Officers**.—Same as Metropolitan Street Ry. Co.

**General Office**, 621 Broadway.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Broadway & Seventh Avenue Railroad Co.**—Chartered May 26, 1864. Annual meeting second Monday in June.

Leased to Metropolitan Street Ry. Co. (originally, on May 13, 1890, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 10 p. c. per annum on the company's capital stock.

**Capital Stock**, authorized and issued, \$2,100,000; par value, \$100 per share. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

**Funded Debt**.—Total authorized, \$14,500,000; amount issued, \$9,650,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, \$1,500,000; coupon, but may be registered; dated June 1, 1884, due 1904; denom. \$1,000; int. payable June and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, \$500,000; coupon, but may be registered; dated July 1, 1884; due 1914; denom. \$1,000; int. payable Jan. and July.

First consolidated mortgage 5 p. c. gold bonds, authorized, \$12,500,000, issued, \$7,650,000; in escrow (see Note), \$4,850,000; coupon, but may be registered; dated Dec. 1, 1893, due 1943; denom. \$1,000; int. payable (gold) June and Dec. at office of New York Guarantee & Indemnity Co., of New York, trustee of mortgage. These bonds are listed on the New York Stock Exchange, and guaranteed by the Metropolitan Street Ry. Co.

This company has assumed payment of the principal and interest on \$1,125,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$1,500,000, dated July 1, 1884, due 1924; denom. \$1,000, int. payable Jan. and July, for the use of its tracks below Fifteenth St. The remainder of this issue (\$375,000) is guaranteed by the Twenty-third Street Ry. Co.

This company has also assumed the payment of the interest on the second mortgage 5 p. c. bonds, dated 1885, due 1905, of the same company to the amount of \$1,000,000, interest payments being charged under rentals in the report of the Metropolitan Street Ry.

South Ferry R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$350,000; coupon, but may be registered; dated Apr. 1, 1889, due 1919; denom. \$1,000; int. payable Apr. and Oct.

**Note**.—\$4,850,000 of the first consolidated mortgage bonds are held in escrow to redeem at maturity the company's first and second mortgage bonds, its guaranteed mortgage obligations, and \$375,000 of the Broadway Surface R. R. Co.'s first mortgage bonds now guaranteed (principal and interest) by the Twenty-third Street Ry. Co. The consolidated mortgage is otherwise a first lien upon the entire line of cable railroad from 59th Street through Seventh Avenue and Broadway to the Battery, upon the power house properties, and upon the company's personal property and equipment. The titles to the power house properties have been insured by the Title Guarantee & Trust Co., of New York, to the amount of \$4,000,000.

**Dividends**.—10 per cent., payable quarterly, in Jan., Apr., July and Oct.

**Balance Sheet**.—Dated June 30,

| ASSETS.                         | 1898.        | 1899-1900.   | 1901.        | 1902.        |
|---------------------------------|--------------|--------------|--------------|--------------|
| Cost of road and equipment..... | \$13,250,799 | \$13,332,776 | \$13,308,415 | \$13,954,204 |
| Open accounts.....              | 52,500       | 52,500       | 52,500       | 52,500       |
| Total .....                     | \$13,303,299 | \$13,385,276 | \$13,360,915 | \$14,006,704 |

| LIABILITIES.        | 1898.        | 1899-1900.   | 1901.        | 1902.        |
|---------------------|--------------|--------------|--------------|--------------|
| Capital stock.....  | \$ 2,100,000 | \$ 2,100,000 | \$ 2,100,000 | \$ 2,100,000 |
| Funded debt.....    | 9,650,000    | 9,650,000    | 9,650,000    | 9,650,000    |
| Dividends unpaid... | 52,500       | 52,500       | 52,500       | 52,500       |
| Other assets.....   | 1,500,799    | 1,582,776    | 1,558,415    | 2,204,204    |
| Total.....          | \$13,303,299 | \$13,385,276 | \$13,360,915 | \$14,006,704 |

**Plant and Equipment**.—Miles of track, 15.12. See Metropolitan St. Ry. Co.

**Officers**.—Pres. E. A. Wickes, V. Pres. D. B. Habrouck, Sec. & Treas. C. E. Warren, Asst. Gen. Man. Oren Root, Jr.

**General Office**, 621 Broadway.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Central Crosstown Railroad Co.**—Chartered, Mar. 28, 1873. Annual meeting first Tuesday in Oct. This company leased the property of the Christopher & Tenth Street R. R. Co., on May 28, 1890, at a rental of 8 per cent. per annum on its capital stock and interest on its funded debt. The capital stock of this company is controlled by the Metropolitan Street Ry. Co.

**Capital Stock**, authorized and issued, \$600,000; par value, \$100 per share.

**Funded Debt**.—First mortgage 6 p. c., coupon bonds, authorized and issued \$250,000; dated Nov. 1, 1882, due Nov. 1, 1922; denom. \$1,000; int. payable May and Nov. at office of Morton Trust Co.

| Operation.—Year ending Dec. 31. |           | June 30,  |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|
|                                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from operation.....    | \$595,017 | \$603,308 | \$613,678 | \$476,698 | \$495,169 |
| “ other sources..               | 5,064     | 4,740     | 5,535     | 5,773     | 5,093     |
| “ total.....                    | 600,082   | 608,048   | 619,213   | 482,471   | 500,252   |
| Operating expenses.....         | 408,816   | 423,900   | 430,185   | 336,372   | 340,967   |
| Earnings from oper'n....        | 191,266   | 184,148   | 189,028   | 146,099   | 159,295   |
| Deductions from earn.           |           |           |           |           |           |
| Interest on bonds....           | 15,000    | 15,000    | 15,000    | 15,000    | 15,000    |
| Taxes.....                      | 14,841    | 31,083    | 31,276    | 29,017    | 29,340    |
| Rentals .....                   | 80,028    | 67,590    | 61,773    | 61,879    | 62,191    |
| Net income.....                 | 81,396    | 70,475    | 80,979    | 40,203    | 52,765    |
| Dividends paid .....            | 60,000    | 60,000    | 60,000    | 60,000    | 60,000    |
| To surplus account....          | 31,396    | 10,475    | 20,979    | 19,797    | 17,235    |
| Total surplus account...        | 18,960    | 1,514     | 22,494    | 2,697     | 7,657     |
| P.c.op.exp.to tot. recpts.      | 68.1      | 69.7      | 69.4      | 69.7      | 68.2      |
| † Deficit.                      |           |           |           |           |           |

**Dividends**.—For the year ending Dec. 31, 1892-3-4-5, 7 p. c.; for the year ending June 30, 1896, 8½ p. c.; 1897-8-9 1900 and 1901, 10 p. c.; in 1902, 10 p. c.

## GENERAL EXPENSES.

| Year ending, Jan. 30, 1902.            |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 47,093 |
| Transportation expenses.....           | 254,383   |
| Maintenance of way and structures..... | 14,164    |
| " equipment.....                       | 25,326    |
| Total.....                             | \$340,967 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 5,498,954 |
| Car miles run.....                   | 1,577,188 |
| Total receipts per car mile.....     | \$ .317   |
| Operating expenses per car mile..... | .216      |

| Balance Sheet.—Dated Dec. 31,                  |           |           | June 30,  |           |             |
|------------------------------------------------|-----------|-----------|-----------|-----------|-------------|
| ASSETS.                                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.       |
| Cost of road & equip....                       | \$840,000 | \$840,000 | \$840,000 | \$840,000 | \$851,294   |
| Other perm invest. . . .                       | 1,000     | 1,000     | 1,000     | 1,000     | 1,000       |
| Supplies.....                                  | 3,537     | 2,856     | 4,790     | 5,550     | 3,551       |
| Cash .....                                     | 5,116     | 8,513     | 56,325    | 47,315    | 47,371      |
| Open accounts.....                             | 14,399    | 34,797    | 2,514     | 13,942    | 6,047       |
| Additions and betterments on leased lines..... |           |           |           |           | 226,564     |
| Profit and loss (def)...                       |           |           |           |           |             |
| Total.....                                     | \$864,052 | \$887,166 | \$904,629 | \$907,807 | \$1,135,827 |

| LIABILITIES.             |           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$600,000 | \$600,000 |
| Funded debt.....         | 250,000   | 250,000   | 250,000   | 250,000   | 250,000   | 250,000   |
| Interest.....            | 2,500     | 2,500     | 2,500     | 2,500     | 2,500     | 2,500     |
| Open accounts.....       | 7,864     | 33,152    | 29,635    | 52,610    | 275,671   |           |
| Profit and loss (sur)... |           | 3,688     | 1,514     | 22,494    | 7,656     |           |

Total .....

**Plant and Equipment**.—Miles of track (horse), owned, 4.149, leased, 9.852, total, 14; gauge, 4 ft. 8½ in., 52 lb. and 110 lb. rail; 534 horses, 113 horse cars, 2 snow plows, 2 sweepers.

Please note date of information at end of each report.

**Officers.**—Pres. Oren Root, Jr., V. Pres. Renne Martin, Sec. & Treas. John Beaver, Gen. Foreman, E. H. J. Schwarz.

**Directors.**—John Beaver, F. Dewitt Wells, Oren Root, Jr., Thomas F. Ryan, Thomas J. Regan, Daniel H. Shea, Wm. K. Ryan, W. C. Whitney, G. W. Linch, Sheppard Gandy, George H. Prentiss, Renne Martin.

**General Office,** 170 Christopher St.

**Date of information,** Mar., 1903.

**For map of road see Metropolitan Street Railway Co.**

**Central Park, North & East River Railroad Co.**—Chartered July 19, 1860. Annual meeting third Tuesday in Oct. This company operates cars over the tracks of the Dry Dock, East Broadway & Battery R. R. Co., under a lease dated Jan. 5, 1878, and pays a rental of \$750 per annum. The company has also a perpetual lease of the track of the New York Central & Hudson River R. R. Co. from 30th Street to Canal Street, through 10th Avenue and West Street, and in compensation therefor agrees to keep the pavement in repair, as required by law.

**Leased,** to the Metropolitan Street Ry. Co. (originally to the Metropolitan Crosstown Ry. Co. on Oct. 14, 1892), for a rental equivalent to 8 p. c. per annum for five years ending Oct. 1, 1897, and now paying 9 p. c. per annum.

**Capital Stock,** authorized and issued, \$1,800,000; par value, \$100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

**Funded Debt.**—First consolidated mortgage 7 p. c., bonds, authorized and issued, \$1,200,000; dated Dec. 1, 1872, due 1902; denom. \$1,000; int. payable June and Dec.

**Balance Sheet.**—Dated June 30,

| ASSETS.                        |                    | 1900.              | 1901.              | 1902. |
|--------------------------------|--------------------|--------------------|--------------------|-------|
| Cost of road and equipment.... | \$4,048,863        | \$4,249,593        | \$4,815,784        |       |
| Profit and loss (deficit)..... | 189,833            | 189,833            | 189,833            |       |
| <b>Total .....</b>             | <b>\$4,238,696</b> | <b>\$4,439,425</b> | <b>\$5,005,617</b> |       |
| LIABILITIES.                   |                    |                    |                    |       |
| Capital stock.....             | \$1,800,000        | \$1,800,000        | \$1,800,000        |       |
| Funded debt.....               | 1,200,000          | 1,200,000          | 1,200,000          |       |
| Additions and betterments..... | 1,238,696          | 1,439,425          | 2,005,617          |       |
| <b>Total .....</b>             | <b>\$4,238,696</b> | <b>\$4,439,425</b> | <b>\$5,005,617</b> |       |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Same as Metropolitan Street Ry. Co.

**General Office,** 621 Broadway, New York.

**Date of information,** Mar., 1903.

**For map of road see Metropolitan Street Railway Co.**

**The Christopher & Tenth Street Railroad Co.**—Chartered Apr. 25, 1873. Annual meeting first Tuesday in June.

**Leased** on May 28, 1890, to the Central Crosstown R. R. Co. for a rental equivalent to interest on funded debt and a dividend of 8 p. c. on capital stock.

**Capital Stock,** authorized and issued, \$650,000; par value, \$100 per share. Dividends 8 p. c., payable quarterly Jan., Apr., July and Oct.

**Funded Debt.**—First mortgage 4 p. c. bonds, outstanding \$210,000; due Oct. 1, 1918; int. payable Apr. and Oct.

**Balance Sheet.**—Dated June 30, 1902. (Same in 1896-1901).

| Assets.                           |                              | Liabilities.       |                  |
|-----------------------------------|------------------------------|--------------------|------------------|
| Cost of road and equip. \$766,211 | Capital stock..... \$650,000 |                    |                  |
| Real estate..... 66,700           | Funded debt..... 210,000     |                    |                  |
| Profit and loss (deficit). 27,089 |                              |                    |                  |
| <b>Total .....</b>                | <b>\$860,000</b>             | <b>Total .....</b> | <b>\$860,000</b> |

**Officers.**—Pres. Alfred Wagstaff, V. Pres. Tracy H. Harris, Sec. & Treas. Geo. W. Linch.

**General Office,** 170 Christopher St.

**Date of information,** Sept., 1902.

**For map of road see Metropolitan Street Railway Co.**

**Dry Dock, East Broadway & Battery Railroad Co.**—Chartered Dec. 8, 1863. Annual meeting second Tuesday in Jan. 11,280 shares out of 12,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co.

**Capital Stock,** authorized and issued, \$1,200,000; par value, \$100 per share. Dividends paid quarterly Feb., May, Aug. and Nov.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$950,000; dated Dec. 1, 1892, due 1932; denom. \$1,000; int. payable June and Dec., at Fifth National Bank; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

5 p. c. certificates of indebtedness, authorized, \$1,200,000, outstanding, \$1,100,000, cancelled, \$100,000; dated Feb. 1, 1884, due 1914; denom. \$100; int. payable Feb. and Aug., at office of company.

**Note.**—The unissued treasury bonds may be issued at any time for improvements.

**Dividends,** in 1891-2, 5 p. c.; in 1892-3, 6 p. c.; in 1893-4, 2½ p. c.; in 1894-5, 4½ p. c.; in 1895-6, 6 p. c.; in 1896, 6 p. c., in 1897, 4½ p. c.; in 1898, 6 p. c.; in 1899, 4½ p. c.

**Operation.**—Year ending June 30,

|                                           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from operat'n.                   | \$669,713 | \$626,532 | \$632,906 | \$582,125 | \$579,560 |
| " other sources.                          | 5,754     | 5,791     | 6,037     | 6,415     | 6,415     |
| " total.....                              | 675,467   | 632,323   | 638,943   | 588,540   | 585,975   |
| Operating expenses. . .                   | 468,075   | 464,207   | 459,810   | 400,072   | 466,993   |
| Earnings from operat'n                    | 207,392   | 168,116   | 179,133   | 188,468   | 118,982   |
| Deductions from earn.                     |           |           |           |           |           |
| Interest .....                            | 102,500   | 102,500   | 102,500   | 102,500   | 108,791   |
| Taxes .....                               | 29,298    | 28,374    | 29,240    | 27,640    | 24,844    |
| Net income.....                           | 75,594    | 37,242    | 47,393    | 58,328    | *14,652   |
| Dividends paid .....                      | 72,000    | 54,000    |           |           |           |
| Per cent. op. exp. to total receipts..... | 69.6      | 73.4      | 71.9      | 68.7      | 79.7      |
| *Deficit.                                 |           |           |           |           |           |

**Balance Sheet.**—Dated June 30.

| ASSETS.                        |                    | 1898.              | 1899.              | 1900.              | 1901.              | 1902. |
|--------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------|
| Cost of road and equip. . .    | \$3,212,637        | \$3,226,947        | \$3,222,372        | \$3,283,371        | \$3,424,435        |       |
| Supplies.....                  | 24,048             | 27,378             | 29,577             | 14,590             | 7,892              |       |
| Open accounts.                 | 65,508             | 71,069             | 56,606             | 63,414             | 57,705             |       |
| Cash .....                     | 10,052             | 8,512              | 27,744             | 24,528             | 5,503              |       |
| Profit and loss (deficit)..... | 7,424              | 24,182             |                    |                    |                    |       |
| <b>Total .....</b>             | <b>\$3,319,659</b> | <b>\$3,358,088</b> | <b>\$3,336,299</b> | <b>\$3,385,903</b> | <b>\$3,495,536</b> |       |
| LIABILITIES.                   |                    |                    |                    |                    |                    |       |
| Capital stock. \$1,200,000     | \$1,200,000        | \$1,200,000        | \$1,200,000        | \$1,200,000        | \$1,200,000        |       |
| Funded debt. } 2,050,000       | 2,050,000          | 2,050,000          | 2,050,000          | 2,050,000          | 2,050,000          |       |
| Cert. of indebt. }             |                    |                    |                    |                    |                    |       |
| Accrued int... 26,875          | 26,875             | 26,875             | 26,875             | 26,875             | 26,875             |       |
| Open accts... 31,360           | 69,989             | 42,495             | 81,033             | 192,367            |                    |       |
| Other liabil... 11,424         | 11,224             | 9,053              |                    | 12,951             |                    |       |
| Profit and loss (surplus)...   |                    |                    | 7,876              | 27,975             | 13,343             |       |
| <b>Total.....</b>              | <b>\$3,319,659</b> | <b>\$3,358,088</b> | <b>\$3,336,299</b> | <b>\$3,385,903</b> | <b>\$3,495,536</b> |       |

**Plant and Equipment.**—Miles of track (horse), 20.48; gauge, 4 ft. 8½ in.; 47 lb. 60 lb. and 113 lb. c. and s. b. rail; 842 horses, 189 horse cars.

**Officers.**—Pres. H. H. Vreeland, Sec. & Treas. C. E. Warren Asst. Gen. Man. Oren Root, Jr.

**Directors.**—H. H. Vreeland, D. B. Hasbrouck, H. A. Robinson, Oren Root, Jr., Chas. E. Warren, W. K. Ryan, M. G. Starrett, Jno. Beaver, Jno. Byrnes, all of New York.

**General Office,** 621 Broadway.

**Superintendent's Office,** 605 Grand St.

**Date of information,** Mar., 1903.

**For map of road see Metropolitan Street Railway Co.**

**Eighth Avenue Railroad Co.**—Chartered Jan. 10, 1855. Annual meeting second Wednesday in Jan. In Jan., 1896, this company leased its property to the Metropolitan Street Ry. Co., for 99 years, at a rental of \$215,000 per annum, which, with \$10,000 interest and dividends as securities owned by the company was sufficient last year to pay expenses of the organization, interest on the funded debt and 16 p. c. on the stock. The lessee also pays taxes.

**Capital Stock,** authorized and issued, \$1,000,000; par value, \$100 per share. Dividends payable quarterly Jan., Apr., July and Oct. 15.

**Funded Debt.**—6 p. c. certificate of indebtedness, \$1,000,000; dated Feb. 1, 1884, due, 1914; subject to call on any interest day; int. payable Feb. and Aug.

**Operation.**—Included in report of Metropolitan Street Ry. Co.

**Balance Sheet.**—Dated June 30,

| ASSETS.                   | 1897.              | 1898.              | 1899.              | 1900.              | 1901-2.            |
|---------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road. \$1,318,935 | \$1,318,935        | \$1,318,935        | \$1,318,935        | \$1,318,935        | \$1,661,439        |
| Cost of equip't 342,394   | 342,394            | 342,394            | 342,394            | 342,394            |                    |
| Stock other cos. 4,880    | 4,880              | 4,880              | 4,880              | 4,880              | 204,880            |
| Bonds " 250,000           | 250,000            | 250,000            | 250,000            | 250,000            |                    |
| Cash .....                | 60,254             | 3,306              | 57,773             | 54,740             | 100,959            |
| Supplies.....             | 14,255             | 14,255             | 14,255             | 14,256             | 14,255             |
| Pft. & loss (def) 34,282  | 91,940             | 36,763             | 42,295             | 43,467             |                    |
| <b>Total ....</b>         | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,027,500</b> | <b>\$2,025,000</b> |

| LIABILITIES.                |                    |                    |                    |                    |                    |
|-----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Capital stock.. \$1,000,000 | \$1,000,000        | \$1,000,000        | \$1,000,000        | \$1,000,000        | \$1,000,000        |
| Funded debt.. 1,000,000     | 1,000,000          | 1,000,000          | 1,000,000          | 1,000,000          | 1,000,000          |
| Accrued int... 25,000       | 25,000             | 25,000             | 25,000             | 25,000             | 25,000             |
| Loans .....                 |                    |                    | 2,500              |                    |                    |
| <b>Total ....</b>           | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,027,500</b> | <b>\$2,025,000</b> |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

Please note date of information at end of each report.

**Officers.**—Pres. Jacob Hays, V. Pres. Joseph Tate, Sec. & Treas. Jas. G. Affleck, Asst. & Act'g Sec. W. Affleck, Jr.

**Directors.**—J. Hays, E. St. J. Hays, Wm. H. Hays, J. H. Goodwin, J. O'Donohue, Jr., New York City; J. Pettigrew, Springfield, Mass.; J. Tate, Staten Island, N. Y.; W. Ravesteyn, J. Englis, Brooklyn; Armistead Peter, Jr., Washington, D. C.; J. Affleck, J. G. Affleck, W. Affleck, Jr., Yonkers; Henry S. Moore, White Plains, N. Y.

**General Office,** Room 417, 1 Madison Ave.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**Fort George & Eleventh Avenue Railway Co.**—Chartered on Nov. 19, 1898, for the purpose of building a conduit electric line from 130th St. and 11th Ave. to 182d St. and 11th Ave., and 145th and 11th Ave. to 145th St. at Harlem River, and another 13 miles long from Manhattan Avenue and 116th St. to northerly limits of New York City at Kingsbridge Road, with numerous branches. Consolidation of the North End St. Ry. Co., organized Nov. 8, 1895, the Fort George & 11th Ave. R. R. Co., organized Jan. 2, 1898, and the Fort George Extension Ry. Co., organized Nov. 17, 1898.

**Capital Stock,** authorized, \$3,000,000; none issued.

**Officers.**—Pres. D. C. Moorehead, Sec. & Treas. Frank D. Edmunds.

**General Office,** 621 Broadway.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Forty-second Street & Grand Street Ferry Railroad Co.**—Chartered, Feb. 16, 1862. Annual meeting second Tuesday in Mar.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 6, 1893, to the Metropolitan Crosstown Ry. Co.), for a rental equivalent to 18 p. c. upon the capital stock.

**Capital Stock,** authorized, \$750,000, issued and outstanding, \$748,000; par value, \$100 per share; dividends payable quarterly in Feb., May, Aug. and Nov. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

**Funded Debt.**—First mortgage 6 p. c. bonds, authorized, \$250,000, issued, \$236,000; matured Apr. 1, 1893, extended to Jan. 1, 1909; denom. \$1,000; int. payable Jan. and July.

**Balance Sheet.**—Dated June 30,

| ASSETS.                        | 1896-1900.  | 1901.       | 1902.       |
|--------------------------------|-------------|-------------|-------------|
| Cost of road.....              | \$ 913,045  | \$1,275,626 | \$1,783,516 |
| " equipment.....               | 119,075     |             |             |
| Total.....                     | \$1,032,121 | \$1,275,626 | \$1,783,516 |
| LIABILITIES.                   |             |             |             |
| Capital Stock.....             | \$ 748,000  | \$ 748,000  | \$ 748,000  |
| Funded debt.....               | 236,000     | 236,000     | 236,000     |
| Sundries.....                  |             | 243,501     | 751,396     |
| Profit and loss (surplus)..... | 48,121      | 48,125      | 48,120      |
| Total.....                     | \$1,032,121 | \$1,275,626 | \$1,783,516 |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Same as Metropolitan Street Ry. Co.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.**—Chartered, Aug. 29, 1878. Annual meeting third Thursday in Jan. 16,711 out of 25,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co. On Mar. 19, 1900, Hugh J. Grant was appointed receiver of this company on the application of Lorain Steel Co., and on his discharge William Jay was appointed receiver. On Apr. 12, 1901, William Jay was discharged as receiver. In Jan., 1902, the Metropolitan Street Railway Co. had acquired all outstanding stock except 200 shares.

**Capital Stock,** authorized and issued, \$2,500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. bonds, authorized and issued, \$1200,000; dated Mar. 1, 1880, due 1910; denom. \$1,000; int. payable Mar. and Sept. at office of Union Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c., income bonds, authorized, \$1,600,000, issued, \$1,500,000; dated Jan. 1, 1885, due 1915; denom. \$1,000; int. payable, if earned, Jan. and July.

5 p. c. real estate mortgage, \$100,000.

**Operation.**—Year ending

|                         | June 30, 1899. | July 1, '99, to Mar. 18, 1900. | *Mar. 19, to June 30, 1900. | June 30, 1901. | June 30, 1902. |
|-------------------------|----------------|--------------------------------|-----------------------------|----------------|----------------|
| Rec. from oper'n.....   | \$569,288      | \$340,514                      | \$172,661                   | \$697,749      | \$815,172      |
| " other.....            | 2,927          | 5,679                          | 570                         | 3,428          | 23,972         |
| " total.....            | 572,215        | 346,193                        | 173,231                     | 701,177        | 839,144        |
| Operating expenses..... | 574,650        | 414,082                        | 143,550                     | 472,535        | 466,525        |
| Earn. from oper'n.....  | \$2,435        | \$67,889                       | 29,681                      | 228,642        | 372,619        |
| Deduct. from earn.      |                |                                |                             |                |                |
| Int. on bonds.....      | 72,000         | 60,238                         | 20,516                      | 81,845         | 324,465        |
| Taxes.....              | 38,260         | 28,780                         | 11,953                      | 46,069         | 51,851         |
| Other deduct....        | 13,368         |                                | 1,425                       |                |                |
| Net income.....         | \$126,063      | \$156,907                      | \$4,213                     | 100,728        | \$3,697        |
| * Receiver's report.    |                | † Deficit.                     |                             |                |                |

#### GENERAL EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$100,039 |
| Transportation expenses.....           | 307,788   |
| Maintenance of way and structures..... | 38,033    |
| " " equipment.....                     | 20,665    |
| Total.....                             | \$466,525 |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |            |
|--------------------------------------|------------|
| Passengers carried.....              | 16,470,115 |
| Transfers.....                       | 4,201,835  |
| Car miles run.....                   | 2,996,526  |
| Total receipts per car mile.....     | \$ .280    |
| Operating expenses per car mile..... | .156       |

**Balance Sheet.**—Dated Mar. 18, June 30, June 30, June 30,

| ASSETS.                      | 1900.       | 1900.    | 1901.        | 1902.        |
|------------------------------|-------------|----------|--------------|--------------|
| Road and equipment.....      | \$5,353,634 | \$21,646 | \$5,325,736  | \$11,072,982 |
| Stocks and bonds.....        | 1,500       |          | 1,500        | 1,500        |
| Const. not distributed...    |             |          | 5,887,915    |              |
| Supplies.....                | 8,489       | 7,125    | 10,344       | 10,400       |
| Open accounts.....           | 22,929      | 263      | 438          | 560          |
| Cash.....                    | 35          | 28,034   | 12,676       | 57,808       |
| Profit and loss (deficit)... | 368,719     | 4,213    | 327,899      | 473,493      |
| Total.....                   | \$5,755,306 | \$61,281 | \$11,566,508 | \$11,616,744 |
| LIABILITIES.                 |             |          |              |              |
| Capital stock.....           | \$2,500,000 |          | \$ 2,500,000 | \$2,500,000  |
| Funded debt.....             | 2,700,000   |          | 2,700,000    | 2,700,000    |
| Real estate mortgage...      |             |          | 100,000      | 100,000      |
| Accrued interest.....        | 39,484      | 20,516   | 29,213       | 41,178       |
| Taxes due and accrued.       |             |          |              | 53,548       |
| Open accounts.....           | 7,420       | 5,762    | 4,490        | 163,982      |
| Loans.....                   |             |          |              | 214,309      |
| Other liabilities.....       | 508,402     | 35,003   | 6,232,805    | 6,843,727    |
| Total.....                   | \$5,755,306 | \$61,281 | \$11,566,508 | \$11,616,744 |

**Plant and Equipment.**—Miles of track (horse), 11.39, (electric), 14.28; trackage, 5. 1; gauge, 4 ft. 8½ in.; 47 lb. to 113 lb. T and tram rail; 1,273 horses, 118 horse cars and 80 hired electric cars, Brill, Lewis & Fowler and Stephenson cars.

**Officers.**—Pres. John Beaver, Sec. & Treas. Charles E. Warren, Supt. E. Wolf.

**Directors.**—John Beaver, Frank S. Rollins, Wm. K. Ryan, Henry A. Himely, Frank P. Jackson, John Byrne, Thomas Robins, Jr., J. Sanford Barnes, Thomas J. Regan, Daniel H. Shea, John B. Johnson, Pierre Jay, Renne Martin.

**General Office,** 621 Broadway, New York.

**Reference.**—Description of conditions, Vol. XVI, Apr. 14, '00, p. 393.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Fulton Street Railroad Co.**—Chartered Oct. 29, 1895, as the successor to the North & East River R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

**Capital Stock,** authorized and issued, \$500,000.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$500,000; dated Nov. 1, 1895, due 1905; coupon, but may be registered; int. payable May and Nov. at office of Guaranty Trust Co., of New York. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

**Operation.**—Year ending June 30,

|                       | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------|----------|----------|----------|----------|----------|
| Gross receipts.....   | \$59,743 | \$47,553 | \$46,147 | \$45,921 | \$43,694 |
| Operating expenses... | 32,151   | 33,421   | 33,627   | 30,438   | 31,747   |
| Earn. from oper'n.... | 27,592   | 14,132   | 12,520   | 15,483   | 11,946   |

Please note date of information at end of each report.

|                       | 1898.  | 1899.  | 1900.  | 1901.  | 1902.  |
|-----------------------|--------|--------|--------|--------|--------|
| Deductions from earn. |        |        |        |        |        |
| Interest.....         | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Taxes.....            | 2,993  | 1,805  | 1,766  | 1,880  | 1,697  |
| Due other cos....     | 4,599  |        |        |        |        |

Net surplus..... \*7,673 \*9,249 \*6,397 \*9,751

\* Deficit paid by Metropolitan Street Ry. Co. under operating agreement.

#### Balance Sheet.—Dated June 30,

| ASSETS.                      | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip. .... | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Cash.....                    | 4,462       | 4,377       |             |             |
| Open accounts.....           | 275         | 275         | 5,274       | 4,898       |

Total..... \$1,004,737 \$1,004,652 \$1,005,274 \$1,004,898

#### LIABILITIES.

|                             |            |            |            |            |
|-----------------------------|------------|------------|------------|------------|
| Capital stock.....          | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 |
| Funded debt.....            | 500,000    | 500,000    | 500,000    | 500,000    |
| Accrued interest and taxes. | 4,737      | 4,652      | 5,274      | 4,898      |

Total..... \$1,004,737 \$1,004,652 \$1,005,274 \$1,004,898

**Plant and Equipment.**—Miles of track, 1.05; 9 horse cars. See Metropolitan Street Ry. Co.

**Officers.**—Pres. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. & Treas. Chas. E. Warren.

**Directors.**—H. H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, H. A. Robinson, P. A. B. Widener, W. L. Elkins, W. K. Ryan, R. L. Anderton, Jr., D. C. Moorehead.

**General Office,** 621 Broadway.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Wall & Cortlandt Street Ferries Railroad Co.**—This company is the owner of the property of the Fulton, Wall Street & Cortlandt Street Ferries R.R. Co., which was chartered June 20, 1885, and sold under foreclosure on Aug. 25th.

**Capital Stock,** authorized, \$1,000,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, \$1,000,000; dated Sept. 26, 1898, due Sept. 1, 1908; int. payable Mar. and Sept.

**Officers.**—Pres. A. N. Brady, V. Pres. Thos. E. Murray, Sec. & Asst. Treas. Henry J. Hemmens, Treas. Hugh J. Grant.

**Directors.**—A. N. Brady, Nicholas F. Brady, Albany N. Y.; Samuel A. Beardsley, Utica, N. Y.; Hugh J. Grant, Thos. E. Murray, Henry J. Hemmens, H. W. Olcott, New York City; W. S. Weaver, Dobbs Ferry, N. Y.; Chas. J. Farrell, Mt. Vernon, N. Y.

**General Office,** 54 Wall St.

Date of information, Sept., 1902.

**Kingsbridge Railway Co.**—Chartered Jan. 25, 1898, to construct an electric railway from Manhattan St. to the city line, about 9 miles. Annual meeting Wednesday after second Monday in Nov. This company is controlled by the Third Avenue R. R. Co., through ownership of stock. Road commenced operation Feb. 10, 1902.

**Capital Stock,** authorized, \$1,000,000, issued, \$8,600.

#### Balance Sheet, Dated, June 30, 1902.

| Assets.                      |           | Liabilities.               |          |
|------------------------------|-----------|----------------------------|----------|
| Cost of road and equip. .... | \$877,475 | Capital Stock.....         | \$ 8,600 |
| Cash.....                    | 7,039     | Taxes due and accrued..    | 352      |
| Other accounts.....          | 8,600     | Due Third Ave. Co.....     | 877,475  |
|                              |           | Accounts payable.....      | 4,858    |
|                              |           | Profit and loss (surplus). | 1,830    |

Total..... \$893,114 Total..... \$893,114

**Plant and Equipment.**—Miles of track (underground electric), 6.3; gauge, 4 ft. 8½ in.; equipment included in Third Avenue report.

**Officers.**—Pres. D. B. Hasbrouck, Sec. & Treas. Chas. E. Warren.

**Directors.**—R. L. Anderton, Jr., D. B. Hasbrouck, D. C. Moorehead, Renne Martin, H. A. Robinson, Oren Root, Jr., M. G. Starrett, L. H. Thrall, C. E. Warren.

**General Office,** 621 Broadway, N. Y. City.

Date of information, Mar., 1903.

**Interborough Rapid Transit Co.**—Organized May 6, 1902, for the purpose of undertaking the construction, maintenance and operation of the Rapid Transit Railroad in the City of New York, in process of construction. On Apr. 1, 1903, this company leased the Manhattan Railway Co., of New York City, which see for terms of lease.

**Capital Stock;** authorized, \$35,000,000.

The authorized capital stock was originally \$25,000,000, \$100 par value; \$13,600,000 of this stock was used to acquire the \$6,000,000 stock and all the interests of the Rapid Transit Subway Construction Company, which was incorporated Feb. 19, 1900, with a perpetual charter, to build and equip the Rapid Transit Tunnel railway; \$9,000,000 was offered to the stockholders of the Rapid Transit Subway Co. at par, and \$2,400,000 was sold at 110. On August 27, 1902, the stock was increased to \$35,000,000, the additional \$10,000,000, offered and sold to stockholders at par, was issued for the construction of the Brooklyn extension. Of the total authorized stock only \$13,600,000, is full-paid, the balance being 50 p. c. paid; but the additional 50 p. c. has been called for payment in five consecutive monthly installments of 10 p. c. beginning Feb. 1903. All but 130 shares of the stock is deposited under a voting trust agreement, dated May 14, 1902, to be held for a period of five years from May 15, 1902, such stock being represented by voting trust certificates issued in accordance with the terms of such agreement. The company has no funded debt and is exempt from the franchise tax.

**Officers.**—Pres. August Belmont, 23 Nassau St., New York, V. Pres. E. P. Bryan, 13 Park Row, New York, Sec. Frederick Evans, 13 Park Row, New York, Treas. John F. Buck, 23 Nassau St., New York.

**Directors.**—W. H. Baldwin, Jr., August Belmont, E. P. Bryan, Andrew Freedman, C. T. Barney, James Jourdan, Gardiner M. Lane, John B. McDonald, Walter G. Oakman, John Peirce, Wm. A. Read, Cornelius Vanderbilt, Geo. W. Young.

**General Office,** 13 Park Row, New York City.

Date of information, Mar., 1903.

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**Manhattan Railway Co.**—Chartered Dec. 29, 1875. Annual meeting second Wednesday in Nov. On May 20, 1879, the company leased the lines of the New York Elevated R. R. Co. and the Metropolitan Elevated Ry. Co., and on June 4, 1891, the lines of the Suburban Rapid Transit Co. The entire outstanding stock of these three companies has now been exchanged for that of the Manhattan Ry. Co., and the three companies named have been consolidated with the company. The company now owns and operates all the elevated railroads in the Boroughs of Manhattan and the Bronx in New York City. It has a transfer agreement with the Third Avenue R. R. Co., whereby passengers are transferred from the cars of one company to those of the other for an additional fare of three cents.

#### LEASE TO THE INTERBOROUGH RAPID TRANSIT CO.

On Jan. 16, 1903, the stockholders of the Manhattan Railway Co. voted to lease the road to the Interborough Rapid Transit Co. for a term of 999 years, commencing Apr. 1, 1903. The terms of the lease provide that the Interborough Rapid Transit Co. shall guarantee a dividend on the capital stock of the Manhattan Railway Co. of 6 p. c. per annum and shall pay an additional dividend of 1 p. c. per annum if it is earned by the system. After Jan. 1, 1906, the rental will be 7 p. c. per annum, and will be guaranteed by the Interborough Rapid Transit Co. The lease also provides that the Manhattan stock is to be increased to \$55,200,000 for the purpose of completing improvements already planned, and for an ultimate increase, but not before three years, of the Manhattan stock to the total amount of \$60,000,000 including outstanding stock, and for the application of the proceeds of the sale of the stock to the further improvement of the Manhattan Co. On Mar. 5, 1903, the directors of the Manhattan Co. declared a quarterly dividend of 1½ p. c. for the quarter ending Mar. 31, 1903, and an additional dividend of 1 p. c. from the surplus earnings of the nine months ending Mar. 31, 1903.

**Capital Stock,** authorized and issued, \$55,200,000; par value, \$100 per share. On Mar. 2, 1899, the Railroad Commissioners authorized an increase in capital stock to \$48,000,000 from \$30,000,000 for electrical equipment and improvement of the road. Dividends payable quarterly in Jan., Apr., July and Oct., at 195 Broadway, New York.

**Funded Debt,** authorized, \$40,000,000; outstanding June 30, 1903, \$39,545,000, as follows:

First consolidated mortgage 4 p. c. gold bonds, authorized (present mileage), \$40,000,000, issued, \$27,723,000, in escrow (see Note), \$11,818,000; coupon, but may be registered; dated Apr. 1, 1890, due 1990; denom. \$1,000; int. payable Apr. and Oct., at office of Mercantile Trust Co.; trustee of mortgage, Central Trust Co., of New York.

#### PRIOR LIENS.

##### METROPOLITAN ELEVATED RY. CO.

First mortgage 6 p. c. gold bonds, outstanding, \$10,818,000; coupon, but may be registered; dated, July 10, 1878, due 1908; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

##### NEW YORK ELEVATED RY. CO.

5 p. c. debenture bonds outstanding, \$1,000,000; dated Mar. 1, 1886, due 1916; denom. \$1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York.

**Note.**—Consolidated mortgage bonds may be issued in excess of \$40,000,000 for extensions of mileage only, at a rate not exceeding \$300,000 per mile of single track and \$600,000 per mile of double track.

## Operation.—Year ending June 30,

|                                                     | 1898.       | 1899.       | 1900.       | 1901.       | 1902.        |
|-----------------------------------------------------|-------------|-------------|-------------|-------------|--------------|
| Rechts. from op.                                    | \$9,183,542 | \$8,719,496 | \$9,138,575 | \$9,416,888 | \$10,665,911 |
| " other sources                                     | 211,715     | 340,600     | 831,325     | 836,383     | 625,800      |
| " total                                             | 9,395,257   | 9,060,096   | 9,969,900   | 10,253,271  | 11,291,711   |
| Oper. expenses.                                     | 5,326,657   | 5,261,167   | 5,232,619   | 5,253,229   | 5,518,585    |
| Earn. from op.                                      | 4,068,600   | 3,798,929   | 4,737,281   | 5,000,042   | 5,773,126    |
| Deductions.                                         |             |             |             |             |              |
| Int. on bonds.                                      | 1,889,681   | 1,889,681   | 1,836,091   | 1,809,681   | 1,809,681    |
| Taxes.                                              | 755,643     | 788,736     | 871,674     | 868,026     | 889,990      |
| Net income.                                         | 1,423,276   | 1,120,512   | 2,029,516   | 2,322,335   | 3,073,455    |
| Divs. paid.                                         | 1,200,000   | *1,380,000  | 1,920,000   | 1,920,000   | 1,920,000    |
| To surplus acc.                                     | 223,276     | †259,488    | 109,516     | 402,335     | 1,153,455    |
| P. c. op. exp. to total receipts.                   | 56.7        | 58.0        | 52.5        | 51.2        | 48.8         |
| * 3 p. c. on \$30,000,000, 1 p. c. on \$48,000,000. |             |             |             |             |              |
| † Deficit.                                          |             |             |             |             |              |

## OPERATING EXPENSES.

| Year ending June 30,       | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Maint. of way & structure. | \$509,106 | \$443,908 | \$421,629 | \$361,125 | \$392,419 |
| Maint. of equipm.          | 632,885   | 611,026   | 583,376   | 571,852   | 582,044   |
| Cond. transp'n.            | 3,832,829 | 3,825,466 | 3,877,123 | 3,986,998 | 4,230,036 |
| Gen. expenses.             | 351,837   | 380,766   | 350,491   | 333,254   | 314,085   |

Total.....\$5,326,657 \$5,261,167 \$5,232,619 \$5,253,229 \$5,518,585

## STATISTICS OF OPERATION.

| Year ending June 30,                        | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------------------------|-------------|-------------|-------------|-------------|
| Passengers carried...                       | 174,324,575 | 184,164,110 | 190,045,741 | 215,259,345 |
| Train mileage.....                          | 10,205,773  | 10,740,183  | 10,885,232  | 11,319,150  |
| Gross earnings per traffic mile.....        | \$ .887     | \$ .928     | \$ .942     | \$ .998     |
| Gross op. exp. per traffic mile.....        | .515        | .487        | .482        | .488        |
| Operating expenses pr. passenger carried... | .0302       | .0284       | .0276       | .0256       |

Dividends.—1884, 3 p. c.; in 1885–6–7, 6 p. c.; in 1888, 5 p. c.; in 1889, 1 in cash and 4½ in scrip; in 1890, 4½ in cash and 1½ in scrip; in 1891–2–3–4–5–6, 6 p. c.; in 1897–8–9–1900, 1901 and 1902, 4 p. c.

## Balance Sheet.—Dated Dec. 31.

| ASSETS.                               | 1899.        | 1900.        | 1901.        | 1902.        |
|---------------------------------------|--------------|--------------|--------------|--------------|
| Cost of r'd and equip.                | \$63,227,241 | \$65,840,585 | \$70,932,739 | \$76,826,427 |
| Cost of leases.....                   | 14,014,000   | 14,014,000   | 14,014,000   | 14,018,593   |
| Real estate.....                      | 3,114,780    | 3,203,656    | 3,148,472    | 3,239,864    |
| Supplies on hand.....                 | 246,516      | 291,012      | 348,583      | 556,273      |
| Cash assets.....                      | 258,668      | 354,582      | 423,734      | 221,847      |
| Other assets.....                     | 358,455      | 226,807      | 351,158      | 100,052      |
| Estate Jay Gould, suretyship.....     | 300,000      | 300,000      | 300,000      |              |
| Redempt'n prior liens.                | 4,524        | 4,524        | 4,592        |              |
| Loaned on collateral.                 | 13,568,000   | 11,353,015   | 7,641,479    | 3,763,523    |
| Total.....                            | \$95,092,184 | \$95,588,181 | \$97,164,757 | \$98,726,580 |
| LIABILITIES.                          |              |              |              |              |
| Capital stock.....                    | \$47,993,688 | \$47,999,700 | \$47,999,700 | \$47,999,700 |
| Funded debt.....                      | 39,802,000   | 39,577,000   | 39,545,000   | 39,545,000   |
| Int. on fund. debt due & accrued..... | 297,529      | 336,372      | 317,552      | 292,709      |
| Dividends unpaid...                   | 7,358        | 7,358        | 17,358       | 7,358        |
| Due for wages and supplies.....       | 370,383      | 402,883      | 417,621      | 928,699      |
| Other liabilities.....                | 453,382      | 451,785      | 442,039      | 316,084      |
| Taxes in litigation...                | 1,870,313    | 2,345,411    | 3,058,801    | 3,377,301    |
| Profit and loss (sur)..               | 4,297,531    | 4,467,672    | 5,366,686    | 6,259,728    |
| Total.....                            | \$95,092,184 | \$95,588,181 | \$97,164,757 | \$98,726,580 |

**Plant and Equipment.**—Miles of track, 117.14, of road, 37.68; gauge, 4 ft. 8½ in.; 63 lb. to 90 lb. T rail; 1,290 cars, 292 locomotives. In Mar., 1903, the conversion from steam power to electric power had practically been completed.

**Officers.**—Pres. G. J. Gould, V. Pres. Alfred Skitt, Sec. & Treas. D. W. McWilliams, Audr. E. F. J. Gaynor, Elec. Engr. L. B. Stillwell, Ch. Engr. Geo. H. Pegram, Mast. Mech. H. A. Webster, Pur. Agt. M. M. Dorland.

**Directors.**—George J. Gould, Lakewood, N. J.; Edwin Gould, Howard Gould, Tarrytown, N. Y.; R. M. Galloway, G. P. Morosini, D. Mackay, Russell Sage, S. Sloan, E. N. Foss, Thos. T. Eckert, James H. Hyde, Alfred Skitt, John T. Terry.

**General Office,** 195 Broadway.

**References.**—Description of road, Vol. XVII, Jan. 5, '01, p. 1; description of power plant buildings, Vol. XVII, Jan. 5, '01, p. 2 (ill.); description of steam plant, Vol. XVII, Jan. 5, '01, p. 10 (ill.); description power plant; Vol. XVII, Jan. 5, '01, p. 21 (ill.); description of engine, Vol. XVII, May 4, '01, p. 554 (ill.); annual report, Vol. XVIII, Nov. 16, '01, p. 745; description of power plant, Vol. XIX,

Jan. 11, '02, p. 64 (ill.), opening of electric system, Vol. XIX, Jan. 18, '02, p. 82 (ill.); power plant, Vol. XIX, Feb. 1, '02, p. 115 (ill.); lease, Vol. XX, Nov. 29, '02, p. 877, rolling stock, Vol. XX, Dec. 6, '02, p. 907, (ill.); description of power plant, Vol. XXI, Jan. 3, '03, p. 4, (ill.); description of conduit system, Vol. XXI, Jan. 3, '03, p. 14, (ill.); plans for extension lines, Vol. XXI, Feb. 28, '03, p. 326, (map).

Date of information, Mar., 1903.

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**Metropolitan Street Railway Co.**—On Dec. 12, 1893, the Houston, West Street & Pavonia Ferry R. R. Co., the South Ferry Ry. Co. and the Broadway R. R. Co. were consolidated into the Metropolitan Street Ry. Co. (charter dated Nov. 29, 1893); and on May 28, 1894, there was a further consolidation of the Metropolitan Street Ry. Co., the Metropolitan Crosstown Ry. Co. and the Lexington Avenue & Pavonia Ferry R. R. Co., the new charter being dated May 18, 1894. On Nov. 17, 1895, the Columbus & Ninth Ave. R. R. Co. was consolidated with the company.

The company leases and operates 10 street railway properties in New York City, having an aggregate mileage (including its own) of 220.83 miles of track, exclusive of the Third Ave. R. R. In addition to the above, this company has joint transfer arrangement over 11.24 miles of track belonging to another company. On Mar. 19, 1900, the company announced that it had acquired a controlling interest in the capital stock of the Third Ave. R. R., possession of which was made complete on May 23, 1900, by the discharge of Receiver Grant.

**Note.**—A lease was entered into and was ratified by vote of the Metropolitan stockholders, on Mar. 20, 1902, between the Metropolitan Street Ry. Co., as lessor, and the Interurban Co., as lessee, by the terms of which the Interurban Co. agreed to do the following things, among others: (a) assume the fixed charges of the Metropolitan Street Ry. Co. and unconditionally guarantee 7 p. c. per annum upon the entire amount of its capital stock, payable quarterly; and (b) pay \$23,000,000 into the treasury of the Metropolitan Street Ry. Co. in return for the securities liberated by the payment of the unfunded debt and other assets now almost entirely unproductive; said sum of money to be expended in liquidating the unfunded debt and in completing the electrical equipment of the Metropolitan system, and to be paid as required for those purposes. Metropolitan stockholders were allowed to subscribe to \$23,400,000 of the stock of the Metropolitan Securities Co. at par.

It is also proposed in connection with the foregoing plan that the Metropolitan Street Ry. Co. shall create a refunding mortgage to secure an authorized issue of \$65,000,000 of 4 p. c. 100 year refunding bonds, of which about \$54,000,000 are to be reserved to retire and refund the several issues (27 in all) of existing bonds secured by liens upon various parts of the Metropolitan system (excluding the Third Avenue lines), as they respectively mature, and also for refunding in advance of maturity such of the existing bonds as can be advantageously acquired either by purchase or by way of exchange for the new refunding bonds. By the terms of the agreement of lease, the Interurban Co., as lessee, must provide the interest upon the bonds to be issued under this refunding mortgage as well as all other fixed charges, without impairment of the guaranteed annual payment of 7 p. c. upon the amount of the capital stock of the Metropolitan Street Ry. Co. As most of the existing bonds bear interest at rates ranging from 5 p. c. to 7 p. c. per annum, it will be possible by means of the 4 p. c. refunding bonds to gradually accomplish substantial reductions in the average rate of interest upon the company's funded debt. The remainder of the refunding bonds not reserved for refunding purposes are to be issued against expenditures made and to be made upon lines of subsidizing companies and for other corporate purposes, and may be issued under the agreement of lease, in lieu of other assets, in part reimbursement of the funds to be provided thereunder.

**Capital Stock,** authorized and issued, \$52,000,000; par value. \$100 per share.

**Funded Debt.**—The direct funded indebtedness of the constituent companies, now assumed by the Metropolitan Street Ry. Co., (not including the bonds of the Broadway Surface R. R. Co. [\$2,500,000] and the South Ferry Ry. Co. [\$350,000], which are assumed principal and interest, by the Broadway & Seventh Avenue R. R. Co. and the Twenty-third Street R. R. Co.) is \$21,750,000, as follows:

Metropolitan Crosstown Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$600,000; dated Apr. 1, 1890, due 1920; denom. \$1,000; int. payable Apr. and Oct.

Metropolitan Crosstown Ry. Co.'s second mortgage 5 p. c. bonds, authorized and issued, \$300,000; dated May 1, 1890, due 1900; denom. \$1,000; int. payable May and Nov.

Lexington Avenue & Pavonia Ferry Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$5,000,000; dated Sept. 1, 1893, due 1993; denom. \$1,000; int. payable in gold Mar. and Sept. at office of Central Trust Co., of New York, trustee of mortgage.

Columbus & Ninth Ave. R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$3,000,000; dated Sept. 1, 1893, due 1993; denom. \$1,000; int. payable Mar. and Sept. at the New York Guarantee & Indemnity Co., trustee of mortgage.

South Ferry R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$350,000; dated Apr. 1, 1899, due 1919; int. payable Apr. and Oct.

General collateral first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$12,500,000; dated Feb. 1, 1897, due 1997; denom. \$1,000; int. payable Feb. and Aug. at the National Union Bank, New York; trustee, Guaranty Trust Co., of New York.

Please note date of information at end of each report.







Metropolitan Street Ry. Co.'s refunding mortgage 4 p. c. bonds authorized, \$65,000,000; dated Apr. 1, 1902, due 2002, see above. Of these \$11,000,000 have been issued to Interurban Street Ry. Co., under terms of lease, and \$1,780,000 have been sold for refunding \$1,650,000 of prior bonds.

The funded indebtedness of the companies leased to and operated by the Metropolitan Street Ry. Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is \$22,446,000, as follows:

|                                                                                                                                                   |              |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Broadway & Seventh Avenue R. R. Co., (including Broadway Surface R. R. Co.'s bonds, \$2,500,000, and South Ferry Ry. Co.'s bonds, \$350,000)..... | \$12,500,000 |
| Twenty-third Street R. R. Co.....                                                                                                                 | 400,000      |
| Forty-second Street & Grand Street Ferry R. R. Co.....                                                                                            | 236,000      |
| Central Park, North & East River R. R. Co.....                                                                                                    | 1,200,000    |
| Bleecker Street & Fulton Ferry R. R. Co.....                                                                                                      | 700,000      |
| Eighth Avenue R. R. Co.....                                                                                                                       | 1,000,000    |
| Second Avenue R. R. Co.....                                                                                                                       | 6,410,000    |

Total.....\$22,446,000

For detailed description of these mortgage bond issues see reports of the several companies.

\* As stated elsewhere, \$1,500,000 only of these bonds are guaranteed as to principal by the Broadway & Seventh Ave. R. R. Co., the remainder being guaranteed by the Twenty-third St. R. R. Co. Nevertheless, \$2,500,000 of the Broadway & Seventh Ave. R. R. Co.'s first mortgage bonds are in escrow to meet the entire issue.

**Operation.**—The following is a report of the Metropolitan Street Ry. Co. proper for the years ending June 30, 1899-1902 and includes also the earnings of the following leased lines: Bleecker Street & Fulton Ferry R. R. Co., Broadway & Seventh Ave. R. R. Co., Central Park North & East River R. R. Co., Eighth Ave. R. R. Co., Forty-second St. & Grand St. Ferry R. R. Co., the New York & Harlem R. R. Co. (street railway division), Ninth Ave. R. R. Co., the Second Ave. R. R. Co., Sixth Ave. R. R. Co. and Twenty-third St. R. R. Co. It does not include the reports of the companies which are operated separately, viz: the Central Crosstown (including the Christopher & Tenth St.), Fulton St., 34th St. Crosstown or 28th & 29th St. or any of the roads composing the Third Ave. R. R., and whose reports are published under the headings of the respective companies.

|                                             | 1899.        | 1900.        | 1901.        | 1902.        |
|---------------------------------------------|--------------|--------------|--------------|--------------|
| Rcts. from pass. ....                       | \$12,300,470 | \$13,785,084 | \$14,063,782 | \$14,499,566 |
| " other.....                                | 704,550      | 652,050      | 656,985      | 599,210      |
| " total.....                                | 13,005,020   | 14,437,134   | 14,720,767   | 15,098,776   |
| Operating expenses..                        | 6,048,444    | 6,631,254    | 6,755,131    | 6,739,276    |
| Earnings from opern.                        | 6,956,576    | 7,805,880    | 7,965,636    | 8,359,500    |
| Deductions from earn.                       |              |              |              |              |
| Taxes.....                                  | 663,761      | 761,002      | 822,602      | 868,123      |
| Interest on bonds...                        | 1,055,000    | 1,055,000    | 1,055,000    | 1,055,000    |
| Rentals.....                                | 2,598,760    | 2,629,718    | 2,656,467    | 2,718,880    |
| Net income.....                             | 2,639,055    | 3,360,160    | 3,431,567    | 3,717,497    |
| Dividends paid.....                         | 2,471,675    | 3,145,891    | 3,393,262    | 3,639,627    |
| To surplus account...                       | 157,380      | 214,269      | 38,305       | 77,870       |
| Total surplus.....                          |              | 2,019,915    |              |              |
| Inc. premium on stk..                       |              |              | 5,403,466    |              |
| P. c. operating exp. to total receipts..... | 46.5         | 45.9         | 45.9         | 44.6         |
| P. c. dividends.....                        | 7            | 7            | 7            | 7            |

#### OPERATING EXPENSES.

| Year ending June 30,      | 1899.      | 1900.      | 1901.       | 1902.       |
|---------------------------|------------|------------|-------------|-------------|
| General expenses.....     | \$ 462,823 | \$ 545,752 | \$1,454,093 | \$1,751,056 |
| Transportation expenses.. | 4,388,313  | 4,664,462  | 3,917,596   | 3,849,195   |
| Maint. of way and struct. | 720,694    | 823,911    | 734,954     | 488,510     |
| " equipment.....          | 476,614    | 597,128    | 948,488     | 650,515     |

Total.....\$6,048,444 \$6,631,254 \$6,755,131 \$6,739,276

#### STATISTICS OF TRAFFIC.

| Year ending June 30,   | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------|-------------|-------------|-------------|-------------|
| Passengers carried..   | 254,205,493 | 273,575,217 | 279,023,566 | 288,007,915 |
| Transfers.....         | 128,365,161 | 136,172,021 | 141,786,650 | 115,524,457 |
| Car miles run.....     | 40,076,413  | 43,613,121  | 43,659,439  | 44,233,328  |
| Total rcts. per car m. | \$.324      | \$.331      | \$.337      | \$.341      |
| Oper. exp. " " "       | .151        | .152        | .155        | .152        |

In June, 1902, the annual interest upon the outstanding mortgage and debenture bonds of the Metropolitan Street Ry. Co. and all its leased properties was \$2,149,160, as follows:

|                                                        |             |
|--------------------------------------------------------|-------------|
| Metropolitan Street Ry. Co. direct.....                | \$1,055,000 |
| Broadway & Seventh Avenue R. R. Co.....                | 625,000     |
| Twenty-third Street Ry. Co.....                        | 22,500      |
| Forty-second Street & Grand Street Ferry R. R. Co..... | 14,160      |
| Central Park, North & East River R. R. Co.....         | 84,000      |
| Bleecker Street & Fulton Ferry R. R. Co.....           | 28,000      |
| Second Avenue R. R. Co.....                            | 320,500     |

Total.....\$2,149,160

In addition, the company guarantees the payment of principal and interest of the outstanding mortgage bonds of the Third Avenue R. R. Co. (which see).

The rentals (exclusive of interest on funded debt), paid by the Metropolitan Street Ry. Co. to the companies which it leases (a large part of which rentals are returned to the treasury through its ownership in their stocks), aggregate \$1,624,720, as follows:

|                                                |            |
|------------------------------------------------|------------|
| Broadway & Seventh Avenue R. R. Co.....        | \$ 210,000 |
| Sixth Avenue R. R. Co.....                     | 145,000    |
| Ninth Avenue R. R. Co.....                     | 66,500     |
| Twenty-third Street Ry. Co.....                | 108,000    |
| 42nd Street & Grand Street Ferry R. R. Co..... | 134,640    |
| Central Park, N. & E. River R. R. Co.....      | 162,000    |
| Bleecker Street & Fulton Ferry R. R. Co.....   | 13,500     |
| Eighth Avenue R. R. Co.....                    | 215,000    |
| New York & Harlem R. R. Co.....                | 402,500    |
| Second Avenue R. R. Co.....                    | 167,580    |

Total.....\$1,624,720

#### Balance Sheet.—Dated June 30,

| ASSETS.                                  | 1899.        | 1900.        | 1901.        | 1902.        |
|------------------------------------------|--------------|--------------|--------------|--------------|
| Road and equipment.....                  | \$35,255,380 | \$35,700,473 | \$35,385,331 | \$48,696,309 |
| Stocks and bonds owned.....              | 14,160,572   | 21,644,457   | 21,683,428   | 22,565,472   |
| Other investments....                    | 3,276,065    | 2,776,065    |              |              |
| Supplies on hand....                     | 221,422      | 103,779      | 163,618      |              |
| Due on open accounts.                    | 267,467      | 309,178      | 22,201,902   | 9,000,569    |
| Cash on hand.....                        | 737,066      | 12,489,276   | 8,136,075    | 6,259,222    |
| Add. and betterments on leased lands.... |              |              | 2,245,599    | 19,584,780   |
| New construction....                     | 14,297,105   | 18,068,359   |              | 95,499       |
| Office furniture.....                    | 15,292       |              |              |              |
| Bills receivable.....                    |              |              | 718,793      | 287,966      |

Total.....\$68,230,369 \$91,091,587 \$90,534,746 \$106,489,817

#### LIABILITIES.

|                                           |              |              |              |              |
|-------------------------------------------|--------------|--------------|--------------|--------------|
| Stock.....                                | \$39,938,500 | \$44,960,900 | \$52,000,000 | \$52,000,000 |
| Funded debt.....                          | 21,750,000   | 21,750,000   | 21,750,000   | 21,750,000   |
| Other indebtedness..                      | 4,736,222    | 10,940,938   | 4,265,114    | 590,121      |
| Construction account 3rd ave. R. R. Co.   |              | 11,419,834   | 7,116,167    | 3,722,128    |
| Contract acct. with Interurban St. Ry.... |              |              |              | 23,000,000   |
| Co. (under lease)..                       |              |              |              |              |
| Profit & loss (surplus).                  | 1,805,647    | 2,019,915    | 5,403,465    | 5,427,568    |

Total.....\$68,230,369 \$91,091,587 \$90,534,746 \$106,489,817

**Plant and Equipment.**—Miles of track owned, 47.92, leased, 149.23, total, 197.15; operated by horses, 83.24, by mechanical traction (underground electric), 113.91; 2,071 motor cars, 832 horse cars and 113 miscellaneous cars.

**Officers.**—Pres. W. L. Elkins, V. Pres. D. B. Hasbrouck, Sec. & Treas. D. C. Moorehead.

**Directors.**—H. H. Vreeland, R. W. Meade, New York City; D. B. Hasbrouck, Brooklyn; H. A. Robinson, Yonkers; M. G. Starr, P. A. B. Widener, Thos. Dolan, W. L. Elkins, Philadelphia; D. C. Moorehead, Jamaica, L. I.

**General Office,** 621 Broadway.

**References.**—Main power station and transmission system, Vol. XVI, Mar. 3, '00, p. 213-226 (ill.); improvements, Vol. XVI, Mar. 10, '00, p. 281; control of Third Ave. R. R., Vol. XVI, Mar. 24, '00, p. 305; franchise tax opposed, Vol. XVI, Apr. 14, '00, p. 393, July 21, '00, p. 674; transfer station proposed, Vol. XVI, May 5, '00, p. 439, (ill.); Railroad Commissioners' brake tests, Vol. XVI, July 28, '00, p. 682; changing Broadway cable to electric traction, Vol. XVI, Sept. 1, '00, p. 830 (ill.); car service, Vol. XVI, Oct. 6, '00, p. 958-962 (ill. and map); increase of stock, Vol. XVI, Dec. 29, '00, p. 1222; school for motormen, Vol. XVII, Feb. 2, '01, p. 182 (ill.); change from cable to electric, Vol. XVII, June 8, '01, p. 681 (ill.); express service, Vol. XVII, July 6, '01, p. 56; July 13, '01, p. 62 (ill.); description of road, Vol. XVIII, Oct. 5, '01, p. 373 (ill.); comparative report, Vol. XVIII, Oct. 5, '01, p. 488; description of stockrooms, Vol. XIX, Jan. 4, '02, p. 41 (ill.); new organization, Vol. XIX, Feb. 8, '02, p. 184, description of power plant, Feb. 22, '02, p. 215, 222, description of track, Apr. 12, '02, p. 467, pensions, Vol. XIX, Mar. 15, '02, p. 337, description of road, Vol. XIX, June 21, '02, p. 819; investigation into traffic conditions, Vol. XXI, Jan. 10, '03, p. 64, Jan. 17, '03, p. 100, Jan. 31, '03, p. 176, 178, 183; investigation into charges, Vol. XXI, Mar. 21, '03, p. 462, Mar. 28, '03, p. 493, Apr. 4, '03, p. 540, Apr. 18, '03, p. 606, May 2, '03, p. 683.

Date of information, May, 1903.

For map of road see inset between pages 176 and 177.

**Metropolitan Securities Co.**—Charter filed Feb. 14, 1902. The powers of the company as given in the certificate of organization include the right to invest in the securities of corporations in the State of New York, or any other state, including corporations which own, operate, or lease, or which are organized for the purpose of constructing, owning, operating or leasing street surface railroads, elevated railroads, rapid transit railroads, underground railroads, tunnels, bridges, tunnel railroads, railway terminals or railroads of any character or description in the city of New York or its suburbs, or in territory adjacent thereto.

The company is the owner of all of the capital stock of the Interurban Street Ry. Co. of New York City, which has entered into an

Please note date of information at end of each report.

agreement to lease the property of the Metropolitan Street Ry. Co. of New York City. For terms of this lease see Note under Metropolitan Street Ry. Co.

**Capital Stock**, \$30,000,000; par value, \$100 per share. Amount paid in \$25 per share.

**Officers.**—Pres. H. H. Vreeland, New York.

**Directors.**—William H. Baldwin, Jr., Edward J. Berwind, Paul D. Cravath, Thomas P. Fowler, George G. Haven, James H. Hyde, Augustus D. Juilliard, Mortimer L. Schiff, H. H. Vreeland, Thos. F. Ryan, R. W. Meade, E. W. Sayre, all of New York City.

**General Office**, 621 Broadway, New York.

Date of information, Mar., 1903. z

**Interurban Street Railway Co.**—This company was incorporated Nov. 25, 1901, as a successor to the North Mount Vernon Street Ry. Co., whose franchises, property, etc., were sold under foreclosure. It also controls by ownership or lease franchises for upwards of 50 miles of streets in the Borough of the Bronx and adjoining territory, including the franchises of the Peoples' Traction Co. and the property and franchises of the New York, West Chester & Connecticut Traction Co. (which see). The company entered into an agreement with the Metropolitan Street Ry. Co. on Apr. 1, 1902, to operate the road for a period of 999 years, and in return agrees to assume the fixed charges of the Metropolitan Street Ry. Co. and unconditionally guarantees 7 p. c. per annum upon its capital stock. For other terms of this lease see Note under Metropolitan Street Ry. Co.

**Capital Stock**, \$20,000,000; par value, \$100 per share.

**Funded Debt.**—None.

Under the lease mentioned above, all of the securities of this company will be owned by the Metropolitan Securities Co.

**Plant and Equipment.**—Miles of track owned, 3.5.

**Officers.**—Pres. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. & Treas. C. E. Warren, Gen. Man. Oren Root, Jr., Ch. Engr. M. G. Starrett, Mast. Mech. Thos. Miller.

**Directors.**—Thomas P. Fowler, H. H. Vreeland, E. W. Sayre, M. L. Schiff, C. E. Warren, W. H. Baldwin, Jr., George G. Haven, Paul D. Cravath, Edwin J. Berwind.

Date of information, Mar., 1903. z

**New York & Harlem Railroad Co.**—Chartered Apr. 25, 1831. Annual meeting third Tuesday in May. This is a steam railroad operating a line 127 miles long from Grand Central Station, New York City, to Chatham, N. Y., also a street railway line in New York City from the General Post Office to Harlem. The steam railroad portion is leased to the New York Central & Hudson River R. R. Co. The street railway property (reported herein) was leased on July 1, 1896, to the Metropolitan Street Ry. Co., for 999 years, at a rental of \$350,000 per annum for the first five years and \$400,000 per annum thereafter. This sum is equivalent to 4 p. c. on the \$10,000,000 stock. In addition the Metropolitan Co. pays \$2,500 for organization expenses. The capital stock and funded debt are not given, as they cover the steam railroad property as well.

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Pres. W. K. Vanderbilt, V. Pres. & Sec. Ed. V. W. Rossiter, Treas. Warren S. Crane.

**Directors.**—W. K. Vanderbilt, F. W. Vanderbilt, S. F. Barger, C. M. Depew, C. C. Clarke, J. B. Dutcher, E. V. W. Rossiter, S. D. Babcock, H. McK. Twombly, James Stillman, J. Pierpont Morgan, J. D. Layng.

**General Office**, Grand Central Depot.

Date of information, Feb., 1902. z

For map of road see Metropolitan Street Ry. Co.

**Ninth Avenue Railroad Co.**—Chartered July 29, 1859. Annual meeting third Monday in Jan.

**Leased** to Metropolitan Street Ry. Co. (originally on Mar. 12, 1892, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 6 p. c. on the capital stock for the first five years and 8 p. c. thereafter. Also \$2,500 for organization expenses.

**Capital Stock**, authorized and issued, \$800,000; par value, \$100 per share, dividends payable quarterly Jan., May, July and Oct.

**Balance Sheet.**—Dated June 30,

| ASSETS.                  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....        | \$189,980 | \$189,980 | \$189,980 | \$351,36  | \$351,361 |
| " equipment..            | 161,241   | 161,241   | 161,241   |           |           |
| Cash assets.....         | 3,024     | 19,335    | 19,959    | 20,148    | 4,285     |
| Supplies.....            | 3,544     | 3,543     | 3,543     | 3,543     | 3,543     |
| Stock.....               | 560       | 560       | 560       | 560       | 560       |
| Other assets.....        |           |           |           |           | 16,000    |
| Profit & loss (deficit). | 442,311   | 425,791   | 425,226   | 424,583   | 424,251   |
| Total.....               | \$800,660 | \$800,450 | \$800,509 | \$800,195 | \$800,000 |

| LIABILITIES.        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....  | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 |
| Accounts payable... | 660       | 450       | 509       | 195       |           |
| Total.....          | \$800,660 | \$800,450 | \$800,509 | \$800,195 | \$800,000 |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Pres. Jacob Hays, V. Pres. Joseph Tate, Sec. & Treas. J. G. Affleck, Asst. Sec. & Asst. Treas. W. Affleck, Jr.

**Directors.**—Jacob Hays, E. St. John Hays, Jos. H. Goodwin, Jos. J. O'Donohue, Jr., Paul N. Spofford, Joseph Tate, Wm. H. Hays, Wm. Ravesteyn, John Englis, New York City; Armistead Peter, Jr., Washington, D. C.; Wm. Affleck, Jr.; J. Gelston Affleck, Yonkers, N. Y.; John Pettigrew, Springfield, Mass.

**General Office**, Room 417, 1 Madison Ave.

Date of information, Sept., 1902. b

For map of road see Metropolitan Street Ry. Co.

**Second Avenue Railroad Co.**—Chartered Jan. 21, 1853. Annual meeting first Monday in Apr.

**Leased** in Jan., 1898, to the Metropolitan Street Ry. Co. until expiration of charter, for a rental equivalent to 8 p. c. on the capital stock for the first three years and 9 p. c. thereafter.

**Capital Stock**, authorized, \$2,500,000, issued, \$1,862,000; par value, \$100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

**Funded Debt.**—Total authorized, \$8,900,000; total issued, \$6,410,000, as follows: General construction mortgage 5 p. c. bonds, authorized and issued, \$1,600,000; coupon, but may be registered; dated Jan. 1, 1885, due 1909; denom. \$1,000; int. payable May and Nov.

First consolidated mortgage 5 p. c. bonds, authorized, \$7,000,000; outstanding \$4,593,000; dated Jan. 20, 1898, due 1948; int. payable Feb. and Aug.

5 p. c. debenture bonds authorized, \$300,000; issued, \$217,000; dated Jan. 12, 1889; due 1909; denom. \$1,000; int. payable Jan. and July.

**Balance Sheet.**—Dated June 30,

| ASSETS.                      | 1897.       | 1898.       | 1899.       | 1900-1902.  |
|------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip...    | \$3,870,438 | \$3,865,024 | \$3,865,024 | \$8,194,414 |
| Cash.....                    | 41,829      | 2,948       |             |             |
| Supplies.....                | 24,325      | 5,784       |             |             |
| Open accounts.....           | 78,443      | 624,241     | 3,406,976   |             |
| Profit and loss (deficit)... | 49,564      | 77,586      |             | 77,586      |
| Total.....                   | \$4,064,598 | \$5,884,513 | \$7,272,000 | \$8,272,000 |

LIABILITIES.

|                         |             |             |             |             |
|-------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....      | \$1,862,000 | \$1,862,000 | \$1,862,000 | \$1,862,000 |
| Funded debt.....        | 1,960,000   | 3,960,000   | 5,410,000   | 6,410,000   |
| Accrued interest.....   | 13,833      | 38,333      |             |             |
| Open accounts.....      | 220,392     | 24,180      |             |             |
| Wages and supplies..... | 8,374       |             |             |             |
| Total.....              | \$4,064,598 | \$5,884,513 | \$7,272,000 | \$8,272,000 |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Pres. Pierre Jay, V. Pres. T. J. Regan, Sec. & Treas. Oren Root, Jr.

**Directors.**—H. A. Himely, Thomas Robbins, Jr., T. J. Regan, D. H. Shea, Pierre Jay, J. Sanford Barnes, Jr., F. S. Rollins, Oren Root, Jr., Renne Martin.

**General Office**, 621 Broadway.

Date of information, Mar., 1903. z

For map of road see Metropolitan Street Ry. Co.

**Sixth Avenue Railroad Co.**—Chartered Sept. 6, 1851. Annual meeting second Tuesday in Feb.

**Leased** to the Metropolitan Street Railway Co. (originally to Houston, West Street & Pavonia Ferry R. R. Co.) for 800 years, from Feb. 1, 1892, for a rental of \$152,500 for the first two years, and of \$140,000 thereafter.

**Capital Stock**, authorized and issued, \$2,000,000; par value, \$100 per share; dividends payable quarterly Jan., Apr., July and Oct.

**Balance Sheet.**—Dated June 30,

| ASSETS.           | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------|-------------|-------------|-------------|-------------|-------------|
| Cost of road..    | \$2,008,138 | \$2,507,533 | \$2,092,837 | \$2,373,823 | \$2,373,823 |
| " equip.          | 458,587     | 280,986     | 280,986     |             |             |
| Other per. inv.   | 4,800       | 4,800       | 4,800       | 4,800       | 4,800       |
| Cash.....         | 52,503      | 57,565      | 118,131     | 78,422      | 37,069      |
| Open accts...     | 36,250      |             |             |             | 36,250      |
| Real es. mor'g.   |             |             | 800,000     | 750,000     |             |
| Total.....        | \$2,560,278 | \$2,850,884 | \$3,296,754 | \$3,207,045 | \$2,451,942 |
| LIABILITIES.      |             |             |             |             |             |
| Capital stock..   | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Open accounts.    | 10,094      | 10,094      | 19,101      | 18,734      | 18,734      |
| Pr. & loss (surp) | 550,184     | 840,790     | 1,277,653   | 1,188,310   | 433,208     |
| Total....         | \$2,560,278 | \$2,850,884 | \$3,296,754 | \$3,207,045 | \$2,451,942 |

Please note date of information at end of each report.

**Plant.**—See Metropolitan Street Ry. Co.

**Officers.**—Pres. Frank Curtiss, Sec. & Treas. E. H. Garrison.

**Directors.**—G. W. Burnham, Samuel Thorne, F. P. Olcott, Wm. Carpenter, John E. Alexander, Frederick Cromwell, New York City; Henry S. Moore, White Plains, N. Y.; Frank Curtiss, Sheffield, Mass.; Edward Weston, E. H. Garrison, Yonkers, N. Y.; Richard Mortimer, Tuxedo Park, N. J.

**General Office,** 750 Washington St.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**Southern Boulevard Railroad Co.**—Chartered June 27, 1885. This road is owned by and operated as part of the Union Ry. Co.

**Capital Stock,** authorized and issued, \$250,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated July 1, 1895, due 1945; denom., \$1,000; int. payable Jan. and July. These bonds are guaranteed principal and interest by the Third Ave. R. R. Co.

| Operation.—Year ending June 30, | 1901.    | 1902.    |
|---------------------------------|----------|----------|
| Total receipts.....             | \$52,303 | \$60,505 |
| Operating expenses.....         | 37,029   | 43,205   |
| Earnings from operation.....    | 15,274   | 17,300   |
| Deduction from earnings.        |          |          |
| Interest.....                   | 12,500   | 12,500   |
| Taxes.....                      | 5,130    | 5,813    |
| Net income.....                 | *2,357   | *1,013   |
| Total surplus.....              | 1,357    | 343      |
| *Deficit.                       |          |          |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 1,045,167 | 1,210,096 |
| Transfers.....                       | 730,365   | 999,835   |
| Car miles run.....                   | 421,040   | 456,292   |
| Total receipts per car mile.....     | \$.124    | \$.132    |
| Operating expenses per car mile..... | .088      | .095      |

**Balance Sheet.**—Dated June 30,

| ASSETS.                        | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|
| Cost of road and equip.....    | \$515,619 | \$520,074 | \$521,097 |
| Cash.....                      | 4,957     | 5,133     | 5,090     |
| Total.....                     | \$520,576 | \$525,207 | \$526,187 |
| LIABILITIES.                   |           |           |           |
| Capital stock.....             | \$250,000 | \$250,000 | \$250,000 |
| Funded debt.....               | 250,000   | 250,000   | 250,000   |
| Accrued taxes.....             | 3,182     | 3,839     | 6,418     |
| Bills and accts. payable.....  | 13,681    | 20,011    | 19,426    |
| Profit and loss (surplus)..... | 3,713     | 1,357     | 343       |
| Total.....                     | \$520,576 | \$525,207 | \$526,187 |

**Plant and Equipment.**—Miles of track (electric), 7; cars and power from Union Ry. Co.

**Officers.**—Pres. E. A. Maher, Sec. & Treas. T. W. Olcott, Supt. James Carrigan.

**Directors.**—E. A. Maher, H. A. Robinson, C. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., D. C. Moorehead, Renne Martin, M. G. Starrett.

**General Office,** 128th St. & Third Ave.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**The Third Avenue Railroad Co.**—Chartered Oct. 8, 1853. Annual meeting first Wednesday after second Monday in Nov. This company has secured control, by purchase, of the Dry Dock, East Broadway & Battery R. R., the 42d St., Manhattanville & St. Nicholas Ave. Ry., the Union Ry., the Yonkers Railroad Co., and the Tarrytown, White Plains & Mamaroneck Ry. The company has a transfer agreement with the Manhattan (Elevated) Ry. Co., whereby passengers are transferred from the cars of one company to those of the other, for an additional fare of three cents.

On Mar. 16, 1900, Hugh J. Grant was appointed receiver of the properties of this company, having been appointed temporary receiver on Feb. 28, on the application of the Old Colony Trust Co., of Boston, Mass., and on May 23, 1900, he was discharged. On April 13, 1900, the properties were leased to the Metropolitan Street Ry. Co. for 999 years, the lessee guaranteeing payment of principal and interest of the then outstanding bonds and an additional issue of \$35,000,000 4 p. c. first consolidated 100 year gold bonds. The Metropolitan Street Ry. Co. also guarantees dividends on the Third Avenue stock as follows: for the first four years Third Avenue stock will receive only the net income above expenses and fixed charges; the next two years 5 p. c. is to be paid on the stock; the succeeding four years 6 p. c.; thereafter 7 p. c.

**Capital Stock,** authorized, \$16,000,000, issued, \$15,995,800; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$5,000,000; dated July 1, 1887, due 1937; denom.

\$1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co. of New York, trustee of mortgage.

First consolidated mortgage 4 p. c. gold bonds, authorized, \$50,000,000, issued, \$35,000,000; dated May 15, 1900, due 2,000; int. payable Jan. and July, at the office of Morton Trust Co., trustee of mortgage. Of the \$15,000,000 held in the treasury, \$13,443,000 are reserved to take up prior liens of the Third Ave. R. R. Co., Union Ry. Co. and other leased lines which the company has agreed to pay off at or before maturity. The remaining \$1,577,000 are available for future extensions and improvements. The principal and interest of this issue of bonds are guaranteed by the Metropolitan Street Ry. Co. and this guarantee is secured by pledge of stock of the Union Ry. Co. and of the leased lines of the Third Ave. R. R. Co. and of the Union Ry. Co.

| Operation.—Year ending Dec. 31,    | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Rechts. from oper.....             | \$2,278,096 | \$2,159,411 | \$2,123,834 | \$2,206,490 | \$2,259,176 |
| " other sources.....               | 119,388     | 1329,902    | 31,627      | 449,235     | 692,026     |
| " total.....                       | 2,397,484   | 2,489,313   | 2,155,461   | 2,655,725   | 2,951,202   |
| Oper. expenses.....                | 1,273,875   | 1,255,482   | 1,315,444   | 1,095,539   | 1,416,429   |
| Earn'gs from oper.....             | 1,123,609   | 1,233,831   | 840,017     | 1,560,186   | 1,534,773   |
| Deducts. from earn'gs              |             |             |             |             |             |
| Int. on bonds.....                 | 250,000     | 250,000     | 483,450     | 1,650,000   | 1,650,000   |
| Taxes.....                         | 116,840     | 117,362     | 228,876     | 113,295     | 108,309     |
| Other deducts.....                 | 2,700       |             |             |             |             |
| Net income.....                    | 754,069     | 866,469     | 127,691     | *203,109    | *223,536    |
| Dividends paid.....                | 810,000     | 830,000     | 410,000     |             |             |
| Surplus account.....               |             |             | *282,309    | *650,854    | *874,390    |
| P. c. op. exp. to total rec'ts.... | 55.8        | 51.2        | 61.0        | 49.7        | 48.0        |
| *Deficit.                          |             |             |             |             |             |

**Dividends.**—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 10 p. c.; in 1897, 8½ p. c.; in 1898, 7½ p. c.; in 1899, 7¼ p. c.; in 1900, 1¼ p. c. on \$12,000,000 and 1¼ p. c. on \$16,000,000.

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |             |
|----------------------------------------|-------------|
| General expenses.....                  | \$ 346,042  |
| Transportation expenses.....           | 701,325     |
| Maintenance of way and structures..... | 136,452     |
| " " equipment.....                     | 232,610     |
| Total.....                             | \$1,416,429 |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |            |
|--------------------------------------|------------|
| Passengers carried.....              | 35,727,239 |
| Transfers.....                       | 8,491,087  |
| Car miles run.....                   | 6,707,446  |
| Total receipts per car mile.....     | \$.440     |
| Operating expenses per car mile..... | .211       |

**Balance Sheet.**—Dated Dec. 31,

| ASSETS.                          | 1899.        | 1900.        | 1901.        | 1902.        |
|----------------------------------|--------------|--------------|--------------|--------------|
| Road and equipment.....          | \$20,453,316 | \$45,761,872 | \$24,958,097 | \$29,366,587 |
| Stocks and bonds.....            | 9,940,658    | 9,942,647    | 10,455,290   | 10,455,290   |
| Other permanent investments..... | 1,728,942    |              |              |              |
| Open accounts.....               | 4,559,967    | 58,972       | 20,346,480   | 11,383,476   |
| Cash.....                        | 1,136,849    | 214,084      | 783,332      | 856,510      |
| Bills receivable.....            |              |              |              | 214,309      |
| Material and supplies.....       |              |              |              | 98,942       |
| Construction cost.....           |              |              |              | 3,722,128    |
| Profit and loss (def.)..         |              | 282,309      | 650,854      | 874,390      |
| Total.....                       | \$36,896,967 | \$56,045,800 | \$57,194,053 | \$56,971,633 |
| LIABILITIES.                     |              |              |              |              |
| Capital stock.....               | \$15,995,800 | \$15,995,800 | \$15,995,800 | \$15,995,800 |
| Funded debt.....                 | 5,000,000    | 4,000,000    | 40,000,000   | 40,000,000   |
| Bills payable.....               | 15,480,483   |              |              |              |
| Accounts payable.....            |              |              | 373,253      | 22,396       |
| Accrued interest.....            |              | 125,000      | 825,000      | 825,000      |
| Taxes due and accrued            |              |              |              | 128,437      |
| Mortgages.....                   | 91,000       | 50,000       |              |              |
| Profit and loss (sur).....       | 24,619       | 204,684      |              |              |
| Total.....                       | \$36,896,967 | \$56,045,800 | \$57,194,053 | \$56,971,633 |

+Cost of road and equipment.....\$25,165,505  
Met. St. Ry. Co. lessee; sale of bonds to apply to construction account.....11,638,030  
Accrued interest.....1,025  
42d St., Man., St. Nich. Ave., Ry. Co., Union Ry. Co., Dry Dock, E. B'way, and Battery R. R. Co., on account of construction charges.....\$8,957,312

**Plant and Equipment.**—Miles of track owned (electric), 27.24 controlled, 174.95; gauge, 4 ft. 8½ in.; 100 lb. to 115 lb. girder rail; 582 motor cars Corliss Wright and Dickinson engines; Brill and Laclede cars; Brill, Peckham and Bemis trucks,

**Officers.**—Pres. H. H. Vreeland, Sec. & Treas. J. Beaver, Asst. Gen. Man. Oren Root, Jr.

**Directors.**—H. H. Vreeland, John D. Crimmins, Edward M. Burghard, H. A. Robinson, Chas. E. Warren, Oren Root, Jr., D. B. Hasbrouck, D. C. Moorehead, Renne Martin, M. G. Starrett, Edward Lauterbach, Charles Remsen.

**General Office,** 621 Broadway; Supt's office, 128th St. and 3d Ave.

**References.**—New main power station, Vol. XVI, Jan. 6, '00, pp. 1-12 (ill.); opening, Jan. 6, '00, pp. 15-23 (ill.); Metropolitan Street Railway in control, Vol. XVI, Mar. 24, '00, p. 305; new directors, Mar. 31, '00, p. 314; new plans, Apr. 7, '00, p. 385; debt financed and lease signed, Apr. 14, '00, p. 392; mortgage approved May 19, '00, p. 500; statement by Mr. Vreeland on lease, May 26, '00, p. 510; receivership closed, June 2, '00, p. 569.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**Thirty-fourth Street Crosstown Railway Co.**—Chartered Mar. 18, 1896, as a consolidation of the Thirty-fourth Street R. R. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue R. R. Co., to build a railroad from the foot of West 34th St. to the foot of East 34th St.

**Capital Stock,** \$1,000,000, all in treasury of the Metropolitan Street Ry. Co.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; dated Apr. 1, 1896, due 1996; denom. \$1,000; int. payable Apr. & Oct. at office of Central Trust Co. of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

| Operation.—Year ending June 30,                               |           |           |           |           |
|---------------------------------------------------------------|-----------|-----------|-----------|-----------|
|                                                               | 1899.     | 1900.     | 1901.     | 1902.     |
| Total receipts.....                                           | \$337,038 | \$342,711 | \$397,949 | \$456,841 |
| Operating expenses.....                                       | 188,177   | 192,468   | 240,045   | 278,321   |
| Earnings from operation.....                                  | 148,861   | 150,243   | 157,905   | 178,520   |
| Deduc. from earnings.                                         |           |           |           |           |
| Taxes.....                                                    | 5,895     | 6,206     | 8,910     | 15,004    |
| Interest on funded debt....                                   | 50,000    | 50,000    | 50,000    | 50,000    |
| Net income.....                                               | †92,966   | †94,037   | †98,994   | †113,516  |
| P. c. op. exp. to total receipts..                            | 55.8      | 56.1      | 60.5      | 60.9      |
| † Paid to Metropolitan St. Ry. Co. under operating agreement. |           |           |           |           |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 30,590 |
| Transportation expenses.....           | 186,440   |
| Maintenance of way and structures..... | 8,372     |
| " " equipment.....                     | 52,919    |
| Total.....                             | \$278,321 |

#### STATISTICS OF TRAFFIC.

| Year ending, June 30, 1902.          |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 9,113,371 |
| Transfers.....                       | 8,554,900 |
| Car miles run.....                   | 1,167,952 |
| Total receipts per car mile.....     | \$ .391   |
| Operating expenses per car mile..... | .238      |

#### Balance Sheet.—Dated June 30,

| ASSETS.                    |             |             |             |             |
|----------------------------|-------------|-------------|-------------|-------------|
|                            | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road and equip.... | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,831,224 |
| Cash and current assets..  | 21,338      | 20,842      | 520,758     | 17,201      |
| Total.....                 | \$2,021,338 | \$2,020,842 | \$2,520,758 | \$2,848,425 |
| LIABILITIES.               |             |             |             |             |
| Capital stock.....         | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....           | 1,000,000   | 1,000,000   | 1,000,000   | 1,000,000   |
| Current liabilities.....   | 21,338      | 20,842      | 520,758     | 848,425     |
| Total.....                 | \$2,021,338 | \$2,020,842 | \$2,520,758 | \$2,848,425 |

**Plant and Equipment.**—Miles of track owned, .97, leased, 4.63, total track (cars operated by storage battery), 5.6; 58 cars.

**General Office,** 621 Broadway.

**Reference.**—Storage battery system, Vol. XVIII, Aug. 31, '01, p. 226 (ill.).

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Twenty-eighth & Twenty-ninth Streets Crosstown Railroad Co.**—This company is the successor to the Twenty-eighth & Twenty-ninth Streets R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

**Capital Stock,** authorized and issued, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,500,000; coupon, but may be registered; dated Oct. 1,

1896, due 1996; int. payable Apr. and Oct., at the Bank of Commerce, New York. These bonds are guaranteed, principal and interest, by the Metropolitan Street Ry. Co.

#### Operation.—Year ending June 30,

|                               | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers..... | \$135,900 | \$182,682 | \$177,120 | \$180,510 |
| " " other sources....         | 250       | 250       | 250       | 417       |
| " total.....                  | 136,150   | 182,932   | 177,370   | 180,927   |
| Operating expenses.....       | 72,032    | 132,541   | 116,762   | 106,897   |
| Earnings from operation.....  | 64,118    | 50,391    | 60,607    | 74,030    |
| Deductions from earnings.     |           |           |           |           |
| Interest.....                 | 75,000    | 75,000    | 75,000    | 75,000    |
| Taxes.....                    | 7,530     | 10,072    | 10,283    | 10,477    |
| Net income.....               | *\$18,418 | *\$34,680 | *\$24,675 | *\$11,447 |

\* Deficit paid by Metropolitan St. Ry. Co. under operating agreement.

#### Balance Sheet.—Dated June 30, 1902.

| Assets.                             |             | Liabilities.           |             |
|-------------------------------------|-------------|------------------------|-------------|
| Cost of con. and equip. \$3,399,428 |             | Capital stock.....     | \$1,500,000 |
| Cash.....                           | 20,321      | Funded debt.....       | 1,500,000   |
| Other accounts.....                 | 1,246       | Interest.....          | 18,750      |
|                                     |             | Other liabilities..... | 402,244     |
| Total.....                          | \$3,420,994 | Total.....             | \$3,420,994 |

**Plant and Equipment.**—Miles of track (horse), 7.61.

**General Office,** 621 Broadway.

**Reference.**—Operation of air motor cars, Vol. XVI, Aug. 4, '00, p. 719, Dec. 22, '00, p. 1214; Vol. XVI, Sept. 22, '00, p. 871.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Twenty-Third Street Railway Co.**—Chartered Jan. 29, 1872. Annual meeting third Monday in June.

**Leased to the Metropolitan Street Ry. Co.** (originally on Apr. 25, 1893, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 18 p. c. upon the capital stock.

**Capital Stock,** authorized and issued, \$600,000; par value, \$100 per share. Dividends payable quarterly in Feb., May, Aug. and Nov.

**Funded Debt.**—First mortgage 6 p. c., bonds, authorized and issued, \$250,000; matured May 1, 1893, extended to Jan. 1, 1909; denom. \$1,000; int. payable Jan. and July.

5 p. c. debenture bonds, \$150,000; dated Jan. 1, 1886, due 1906; denom. \$100; int. payable Jan. and July.

This company also assumes \$375,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, total issue, \$1,500,000; dated July 1, 1884, due 1924; denom. \$1,000; int. payable Jan. and July. This amount together with the remainder of this issue (\$1,125,000) is guaranteed by the Broadway & Seventh Avenue R. R. Co.

#### Balance Sheet.—Dated June 30,

| ASSETS.                |             |             |             |             |
|------------------------|-------------|-------------|-------------|-------------|
|                        | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road.....      | \$1,754,271 | \$2,116,695 |             |             |
| " equipment....        | 318,726     | 318,726     | \$2,808,823 | \$2,884,394 |
| Total.....             | \$2,072,997 | \$2,435,421 | \$2,808,823 | \$2,884,394 |
| LIABILITIES.           |             |             |             |             |
| Capital stock.....     | \$ 600,000  | \$ 600,000  | \$ 600,000  | \$ 600,000  |
| Funded debt.....       | 400,000     | 400,000     | 400,000     | 400,000     |
| Open accounts.....     | 1,011,932   | 1,374,357   | 1,747,759   | 1,823,329   |
| Profit and loss (surp) | 61,065      | 61,064      | 61,065      | 61,065      |
| Total.....             | \$2,072,997 | \$2,435,421 | \$2,808,823 | \$2,884,394 |

**Plant and Equipment.**—See Metropolitan Street Ry. Co.

**Officers.**—Same as Metropolitan Street Ry. Co.

**General Office,** 621 Broadway.

Date of information, Sept., 1902.

For map of road see Metropolitan Street Railway Co.

**Union Railway Co. of New York City.**—Chartered July 5, 1892. Annual meeting second Monday in Jan. This is a consolidation of the Harlem Bridge, Morrisania & Fordham Ry. Co. (inc. 1863 under Gen. R. R. Act of 1850), the North Third Ave. & Fleetwood Park Ry. Co., and the Melrose & West Morrisania R. R. Co. The company controls and operates, under lease, the Westchester Electric R. R. Co., (which is a consolidation on June 1, 1893, of the Mt. Vernon & Eastchester Ry. Co., and the New Rochelle Ry. Transit Co.), and owns the entire capital stock of the West Farms & Westchester Traction Co., the Van Nest, West Farms & Westchester Traction Co., the Wakefield & Westchester Traction Co., the Williamsbridge & Westchester Traction Co. and the Suburban Traction Co. This road is controlled by the Third Avenue R. R. Co., which purchased the entire capital stock in Jan., 1898.

**Capital Stock**, authorized and issued, \$2,000,000; par value, \$100 per share.

**Funded Debt**.—First mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; coupon, but may be registered; dated Aug. 1, 1892, due, 1942; denom. \$1,000; int. payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

The company also guarantees principal and interest of the following bonds of which particulars will be found under the respective roads.

Westchester Electric R. R. Co. 5 p. c. bonds, \$500,000.

Southern Boulevard R. R. Co. 5 p. c. bonds, \$250,000.

Yonkers R. R. Co. 5 p. c. bonds, \$1,000,000.

Tarrytown, White Plains & Mamaroneck R. R. Co. 5 p. c. bonds, \$300,000.

These lines are operated and report separately.

**Operation**.—Year ending June 30,

|                                            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.       |
|--------------------------------------------|-----------|-----------|-----------|-----------|-------------|
| Receipts from oper. . . . .                | \$610,882 | \$667,472 | \$784,670 | \$916,009 | \$1,021,759 |
| " other sources . . . . .                  | 2,657     | 4,342     | 2,500     | 3,122     | 2,500       |
| " total . . . . .                          | 613,499   | 671,814   | 787,170   | 919,131   | 1,024,259   |
| Operating expenses . . . . .               | 388,631   | 446,637   | 488,713   | 567,551   | 697,757     |
| Earnings from oper. . . . .                | 224,868   | 225,177   | 298,457   | 351,580   | 326,502     |
| Deduct from earnings.                      |           |           |           |           |             |
| Interest on bonds . . . . .                | 100,000   | 100,000   | 100,000   | 100,000   | 100,000     |
| " on loans . . . . .                       | 17,038    | 25,135    |           |           | 82,960      |
| Taxes . . . . .                            | 27,672    | 34,215    | 39,426    | 39,662    | 40,692      |
| Net income . . . . .                       | 80,138    | 65,827    | 159,030   | 211,918   | 102,850     |
| Dividends paid . . . . .                   |           | 240,000   |           |           |             |
| Total surplus . . . . .                    |           |           | 245,297   | 496,062   | 498,778     |
| P. c. op. exp. to total receipts . . . . . | 63.3      | 66.4      | 62.1      | 61.7      | 68.1        |

#### OPERATING EXPENSES.

|                                            | Year ending June 30, | 1901.     | 1902.     |
|--------------------------------------------|----------------------|-----------|-----------|
| General expenses . . . . .                 |                      | \$ 99,323 | \$122,198 |
| Transportation expenses . . . . .          |                      | 390,481   | 467,867   |
| Maintenance of way and buildings . . . . . |                      | 21,304    | 30,324    |
| Maintenance of equipment . . . . .         |                      | 50,444    | 77,367    |
| Total . . . . .                            |                      | \$567,552 | \$697,757 |

#### STATISTICS OF TRAFFIC.

|                                           | Year ending June 30, | 1901.      | 1902.      |
|-------------------------------------------|----------------------|------------|------------|
| Passengers carried . . . . .              |                      | 34,436,418 | 22,073,170 |
| Transfers . . . . .                       |                      |            | 16,908,558 |
| Car miles run . . . . .                   |                      | 5,355,887  | 6,070,768  |
| Total receipts per car mile . . . . .     |                      | \$ .172    | \$ .168    |
| Operating expenses per car mile . . . . . |                      | .106       | .115       |

**Balance Sheet**.—Dated June 30,

| ASSETS.                     | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| Road and equip. \$4,745,030 | \$4,963,570 | \$5,089,117 | \$5,631,652 | \$5,992,751 |             |
| Supplies . . . . .          | 9,161       | 14,756      | 179,724     | 104,587     | 237,286     |
| Open accounts . . . . .     | 67,029      | 429,655     | 837,066     | 1,333,055   | 1,740,370   |
| Cash . . . . .              | 86,445      | 40,233      | 57,009      | 96,147      | 66,207      |
| Sundries . . . . .          | 10,238      | 14,471      | 24,590      | 8,131       | 7,521       |
| Taxes and insur. . . . .    | 4,022       | 11,772      | 16,961      |             |             |
| Total . . . . .             | \$4,921,926 | \$5,474,457 | \$6,204,467 | \$7,173,573 | \$8,044,135 |

| LIABILITIES.                        | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Capital stock . . . . .             | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Funded debt . . . . .               | 2,000,000   | 2,000,000   | 2,000,000   | 2,000,000   | 2,000,000   |
| Ins and bills pay. . . . .          | 473,400     | 1,195,000   | 1,564,590   | 2,609,867   | 3,503,691   |
| Accrued int. . . . .                | 42,061      | 47,482      | 41,667      | 41,667      | 41,667      |
| Wages and sup. . . . .              | 40,570      |             | 337,170     |             |             |
| Open accounts . . . . .             | 9,107       | 145,879     | 15,743      | 25,977      |             |
| Profit and loss (surplus) . . . . . | 356,789     | 86,096      | 245,467     | 496,062     | 498,778     |
| Total . . . . .                     | \$4,921,926 | \$5,474,457 | \$6,204,467 | \$7,173,573 | \$8,044,135 |

Total . . . . . \$4,921,926 \$5,474,457 \$6,204,467 \$7,173,573 \$8,044,135

**Plant and Equipment**.—Miles of track (electric), owned 71.10, operated 62.62; gauge, 4 ft. 8½ in.; 72½ lb. and 90 lb. girder rail; 462 motor cars; Cooper engines, Gen. Elec. and West. dynamos and motors, Gilbert, St. Louis and American cars.

**Officers**.—Pres. & Gen. Man. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. J. Carrigan.

**Directors**.—E. A. Maher, H. A. Robinson, C. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., D. C. Moorehead, Renne Martin, M. G. Starrett.

**General Office**, 204 E. 128th St., near 3d Ave.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**Westchester Electric Railroad Co.**—Chartered Mar. 21, 1891, On July 2, 1893, of the Mt. Vernon & Eastchester Ry. Co. and the New Rochelle Ry. Transit Co. were merged into this company. On June 1, 1898, the operation of the Mount Vernon branch by overhead trolley was commenced, and the New Rochelle branch commenced electric operation Dec. 22, 1898.

**Leased**, on June 1, 1893, to the Union Ry. Co.

**Capital Stock**, authorized and issued, \$500,000, all owned by the Union Ry. Co.

**Funded Debt**.—First mortgage 5 p. c gold bonds, authorized and issued, \$500,000; dated, July 1, 1893, due, 1943; int. payable Jan. and July, guaranteed principal and interest by Union Ry. Co.

**Operation**.—Year ending June 30,

|                                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|
| Gross receipts . . . . .          | \$127,234 | \$133,255 | \$163,932 | \$185,285 | \$222,596 |
| Operating expenses . . . . .      | 91,851    | 118,913   | 167,168   | 202,653   | 251,137   |
| Earnings from operation . . . . . | 35,383    | 14,342    | *3,236    | *17,368   | *28,541   |
| Deductions from income.           |           |           |           |           |           |
| Interest . . . . .                | 25,746    | 25,633    | 25,007    | 25,000    | 25,000    |
| Taxes . . . . .                   | 3,198     | 3,041     | 4,288     | 9,723     | 10,269    |
| Surplus . . . . .                 | 6,439     | *14,332   | *32,531   | *52,091   | *63,810   |
| Total surplus . . . . .           | *6,233    | *20,565   | *53,620   | *105,608  | *169,418  |
| *Deficit.                         |           |           |           |           |           |

#### OPERATING EXPENSES.

|                                            | Year ending June 30, | 1901.     | 1902.     |
|--------------------------------------------|----------------------|-----------|-----------|
| General expenses . . . . .                 |                      | \$ 22,100 | \$ 28,291 |
| Transportation expenses . . . . .          |                      | 169,758   | 193,886   |
| Maintenance of way and buildings . . . . . |                      | 5,541     | 5,181     |
| Maintenance of equipment . . . . .         |                      | 5,254     | 23,778    |
| Total . . . . .                            |                      | \$202,653 | \$251,137 |

#### STATISTICS OF TRAFFIC.

|                                           | Year ending June 30, | 1901.     | 1902.     |
|-------------------------------------------|----------------------|-----------|-----------|
| Passengers carried . . . . .              |                      | 3,705,904 | 4,451,924 |
| Transfers . . . . .                       |                      | 3,900,250 | 3,736,338 |
| Car miles run . . . . .                   |                      | 1,295,715 | 1,701,686 |
| Total receipts per car mile . . . . .     |                      | \$ .143   | \$ .131   |
| Operating expenses per car mile . . . . . |                      | .156      | .148      |

**Balance Sheet**.—Dated June 30,

| ASSETS.                             | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Cost of road . . . . .              | \$1,008,569 | \$1,244,271 | \$1,449,402 | \$1,573,760 | \$1,656,894 |
| " equip. . . . .                    | 4,322       |             |             |             |             |
| Cash . . . . .                      | 1,896       | 2,020       | 20,946      | 7,044       | 1,722       |
| Open accounts . . . . .             | 823         | 4,547       | 15,429      | 15,565      | 15,793      |
| Mat. and sups. . . . .              |             |             |             | 4,671       | 13,062      |
| Sundries . . . . .                  |             |             |             | 185         | 256         |
| Profit and loss (deficit) . . . . . | 6,233       | 20,562      | 53,620      | 105,608     | 169,418     |
| Total . . . . .                     | \$1,021,846 | \$1,271,403 | \$1,539,397 | \$1,706,833 | \$1,857,145 |

| LIABILITIES.                | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| Capital stock . . . . .     | \$ 500,000  | \$ 500,000  | \$ 500,000  | \$ 500,000  | \$ 500,000  |
| Funded debt . . . . .       | 500,000     | 500,000     | 500,000     | 500,000     | 500,000     |
| Accrued int. . . . .        | 9,346       |             | 1,639       |             |             |
| Bills payable . . . . .     | 12,500      | 271,403     | 15,491      |             |             |
| Accts. payable . . . . .    |             |             |             | 23,167      | 4,504       |
| Accrued taxes . . . . .     |             |             |             | 3,310       | 7,233       |
| Other liabilities . . . . . | 12,500      |             | †522,266    | †680,356    | †845,408    |
| Total . . . . .             | \$1,021,846 | \$1,271,403 | \$1,539,397 | \$1,706,833 | \$1,857,145 |

† Due to other companies.

**Plant and Equipment**.—Miles of track (electric), owned, 31.05, trackage rights, 7.17, total, 38.22; gauge, 4 ft. 8½ in.; 48 motor cars.

**Officers**.—Pres Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. Jas. Carrigan.

**Directors**.—E. A. Maher, D. B. Hasbrouck, C. E. Warren, W. F. Ryan, Oren Root, Jr., D. C. Moorehead, R. Martin, M. G. Starrett, N. Y. City; Henry A. Robinson, Yonkers.

**General Office**, 204 East 128th St.

Date of information, Mar., 1903.

For map of road see Metropolitan Street Railway Co.

**New York, Westchester & Connecticut Traction Co.**—Chartered Feb. 25, 1895. Annual meeting June 30. The franchises and property of this company have been leased to the Interurban Street Ry. Co. (which see, under New York City).

**Capital Stock**, authorized and issued, \$600,000; par value, \$100 per share.

**Funded Debt**.—First general mortgage 4 p. c. gold bonds, authorized, \$2,500,000; dated May 1, 1900, due 1950; denom. \$1,000; int. payable (when issued) May and Nov., at office of Hamilton Trust Co., of Brooklyn, trustee of mortgage.

**Balance Sheet**.—Dated June 30,

| ASSETS.                             | 1900.     | 1901.     | 1902.        |
|-------------------------------------|-----------|-----------|--------------|
| Cost of road . . . . .              | \$600,000 | \$156,591 | *\$3,137,607 |
| Cash . . . . .                      | 1,148     | 1,539     |              |
| Materials and supplies . . . . .    | 3,750     |           |              |
| Insurance . . . . .                 | .53       | 293       | 10,932       |
| Profit and loss (deficit) . . . . . | 16,215    | 481,808   | 2,589        |
| Total . . . . .                     | \$621,166 | \$640,231 | \$3,151,128  |



| LIABILITIES.          | 1900.     | 1901.     | 1902.      |
|-----------------------|-----------|-----------|------------|
| Capital stock.....    | \$600,000 | \$600,000 | \$ 600,000 |
| Funded debt.....      |           |           | 2,500,000  |
| Loans.....            | 17,985    | 34,792    |            |
| Taxes.....            |           |           | 14,727     |
| Supplies.....         | 3,181     |           |            |
| Accounts payable..... |           | 5,440     | 36,400     |

Total.....\$621,166 \$640,231 \$3,151,128

\*Cost of franchise, property, etc.

**Officers.**—Pres. Joseph P. Cotton, V. Pres. Paul S. O'Connor, Sec. & Treas. John J. Daly, Act. Supt. Renne Martin.

**Directors.**—Joseph P. Cotton, J. E. Corrigan, Thos. H. Hall, B. W. Wilson, Geo. E. P. Learned, Paul S. O'Connor, New York City; B. F. Cogswell, Jr., Freeport, L. I.; John P. Tuomay, John J. Daly, Brooklyn, N. Y.

**General Office,** 40 Wall St., N. Y.

Date of information, Mar., 1903.

**Rapid Transit Subway Construction Co.**—This company is building the Rapid Transit Subway in New York City, which will be 21 miles in length.

**Officers.**—Pres. August Belmont, V. Pres. Walter G. Oakman, Sec. Fred. Evans, Treas. John F. Buck, Man. E. P. Bryan, Ch. Engr. S. L. F. Deyo, Ch. Elec'n. L. B. Stillwell, Mech. Engr. J. Van Vleck,

**General Offices,** 23 Nassau St. and 21 Park Row, New York City. **Power Station,** 58th & 59th Sts. and North River.

**References.**—Description of cars, Vol. XX, Sept. 20, '02, p. 382 (ill.); plans for extension of lines, Vol. XXI, Feb. 28, '03, p. 326 (map).

Date of information, Mar., 1903.

**Eighth & Columbus Avenue Connecting Railroad Co.**—Chartered Mar. 5, 1900, to build a railway from Boulevard & West 59th St. to Boulevard & Columbus Ave.

**Capital Stock,** \$50,000; par value, \$100 per share.

**Officers.**—Pres. Thos. J. Regan, V. Pres. J. Sanford Barnes, Jr., Sec. & Treas. Denis O'Brien.

**Directors.**—John S. Barnes, Jr., Pierre Jay, F. DeWitt Wells, Ralph G. Miller, Thos. Robbins, Jr., Thos. J. Regan, Alfred C. Jopling, Denis O'Brien, New York City; Frank S. Rollins, Pelham, N. Y.

**General Office,** 621 Broadway, N. Y.

Date of information, Sept., 1902.

**Fiftieth Street, Astoria Ferry & Central Park Railroad Co.**—Chartered Feb. 7, 1890. Annual meeting fourth Wednesday in Feb.

**Capital Stock,** authorized, \$500,000, issued, \$8,285; par value, \$100 per share.

**Officers.**—Pres. Charles H. Briggs, V. Pres. John W. Mersereau, Sec. & Treas. Frederick A. Bartlett.

**Directors.**—Charles H. Briggs, Seth Wilkes, F. R. Pemberton, William H. Bartlett, New York City; John W. Mersereau, Richmond, S. I.; Jared F. Harrison, New Rochelle, N. Y.; F. A. Bartlett, 50 Willow St., Brooklyn, N. Y.

**General Office,** 302 Broadway, New York.

Date of information Sept., 1902.

**New York & Portchester Railroad Co.**—This company was incorporated to build a high speed electric railway between Portchester, N. Y., and New York City, a distance of 21 miles.

**Capital Stock,** \$250,000; will be increased to \$15,000,000.

**Officers.**—Pres. W. C. Gotshall, 76 William St., New York; V. Pres. Messmore Kendall, Sec. & Treas. R. H. Bell.

**Directors.**—R. H. Bell, W. H. Heath, W. C. Gotshall, F. Blanchard, C. Kaiser, M. F. Germond, M. W. Baldwin, Messmore Kendall, Ernest Miller.

**References.**—Description of proposed road (map), Vol. XVIII, Dec. 7, '01, p. 829 (ill.); hearing, Vol. XIX, Jan. 4, '02, p. 45 (ill.); charter upheld, Vol. XXI, Mar. 14, '03, p. 426; Portchester location, Vol. XXI, Apr. 4, '03, p. 541.

Date of information, Mar., 1903.

**The Hudson & Manhattan Railroad Co.**—Incorporated Mar. 20, 1903, to construct a tunnel railroad approximately 1 mile long from Broadway and Cortlandt Street, New York City, under the bed of the Hudson River to the boundary line of the State of New Jersey, there to connect with the railroad of a New Jersey corporation extending westwardly to a point in Jersey City.

**CAPITAL STOCK,** \$3,000,000.

**DIRECTORS.**—George P. Lester, Bloomfield, N. J.; Howard Slade, William H. Siegel, N. Y. City; Clinton Graham, Flushing; Robert Maroney, Charles H. Aron, James Davidson, A. F. Richter, Brooklyn; A. B. Proctor, Jr., Boonton, N. J.

Date of information, Apr., 1903.

## NIAGARA FALLS, (see also Buffalo.)

Population of Niagara Falls in 1880, 7,432; in 1890, 10,979; in 1900, 19,457.

**Niagara Gorge Railroad Co.**—Incorporated June 3, 1899. This company is the successor to the Niagara Falls & Lewiston R. R. Co., which was sold at receiver's sale May 23, 1899. Annual meeting first Saturday in Oct. By traffic agreement with the Niagara Falls Park & River Ry. Co. the cars of this company are run over their road to Table Rock and Dufferin's Island. The new company began operations July 1, 1899.

**CAPITAL STOCK,** \$1,000,000; par value, \$100 per share.

**FUNDED DEBT.**—Niagara Falls & Lewiston R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000, dated June 1, 1895, due 1925; denom. \$1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

**OPERATION.**—The figures of operation for 1899 are not obtainable, those given being of the Niagara Falls & Lewiston R. R. Co. for 1897 and 1898, and of the Niagara Gorge R. R., for years 1900, 1901, and 1902. Increase in gross receipts in 1902, is due in part to Pan American traffic.

| Year ending June 30.          | 1898.    | 1900.    | 1901.    | 1902.     |
|-------------------------------|----------|----------|----------|-----------|
| Receipts from passengers..... | \$73,557 | \$57,667 | \$79,372 | \$275,824 |
| " " other sources.....        | 12,056   | 3,921    | 2,788    | 3,612     |
| " total.....                  | 85,613   | 61,588   | 82,160   | 279,436   |
| Operating expenses.....       | 28,127   | 31,664   | 50,187   | 54,030    |

|                              |        |        |        |         |
|------------------------------|--------|--------|--------|---------|
| Earnings from operation..... | 57,486 | 29,924 | 31,973 | 225,407 |
| Deductions from earnings.    |        |        |        |         |
| Interest.....                | 50,912 | 8,154  | 51,030 | 45,850  |
| Taxes.....                   | 5,699  | 3,645  | 4,171  | 3,942   |
| Other deductions.....        |        | 229    |        |         |

Net income.....875 17,896 †23,229 175,615

To surplus account.....875

Total surplus account.....875 17,896 †5,315 143,004

\*To credit of construction account. †Deficit.

### OPERATING EXPENSES.

| Year ending June 30,              | 1898.    | 1900.    | 1901.    | 1902.    |
|-----------------------------------|----------|----------|----------|----------|
| General expenses.....             | \$15,622 | \$16,743 | \$19,315 | \$17,332 |
| Transportation expenses.....      | 8,729    | 10,726   | 20,609   | 28,638   |
| Maintenance of way and buildings. | 2,682    | 3,245    | 8,182    | 5,988    |
| " equipment.....                  | 1,094    | 950      | 2,081    | 2,071    |
| Total.....                        | \$28,127 | \$31,664 | \$50,187 | \$54,030 |

### STATISTICS OF TRAFFIC.

| Year ending June 30,              | 1898.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------|---------|---------|---------|---------|
| Passengers carried.....           | 288,791 | 216,906 | 303,797 | 763,991 |
| Car miles run.....                | 163,013 | 127,916 | 147,341 | 265,118 |
| Total receipts per car mile.....  | \$5.25  | \$4.81  | \$5.57  | \$1.05  |
| Operating expenses per car mile.. | .172    | .247    | .341    | .204    |

### BALANCE SHEET.—Dated June 30,

| ASSETS.                   | 1898.       | 1900.       | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Cost of road.....         | \$2,100,122 | \$1,961,000 | \$2,009,043 | \$2,007,375 |
| Cost of equipment....     | 47,245      |             |             |             |
| Other perm. invest....    | 371,110     | 39,000      | 40,701      | 48,275      |
| Bds. N.F. & L.R.R. Co.    |             |             |             | 855,600     |
| Cash.....                 | 1,741       | 3,225       | 11,829      | 4,196       |
| Bills and acts. recvble.  | 2,031       | 4,315       | 48,583      | 7,530       |
| Material and supplies.    | 10,597      | 2,614       | 5,984       | 3,544       |
| Prepaid expenses.....     |             | 5,839       |             | 252         |
| Profit and loss (deficit) |             |             | 5,315       |             |

Total.....\$2,532,846 \$2,015,992 \$2,121,455 \$2,926,773

### LIABILITIES.

|                          |             |             |             |             |
|--------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....       | \$1,400,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....         | 35,000      | 200,000     |             | 1,000,000   |
| Loans.....               | 1,085,092   | 650,000     |             | 751,267     |
| Bonds purchased....      |             | 103,500     |             |             |
| Profit on bonds pur..    |             | 8,426       | 144,400     |             |
| Bills and acts. payable  | 11,879      | 36,170      | 970,650     | 18,244      |
| Int. on funded debt      |             |             |             |             |
| due and accrued....      |             |             | 6,279       | 13,883      |
| Rentals due and accrd.   |             |             | 125         | 375         |
| Profit and loss (surp.). | 875         | 17,896      |             | 143,004     |

Total.....\$2,532,846 \$2,015,992 \$2,121,455 \$2,926,773

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.4; 65 lb. T rail; 23 motor cars, 9 trail cars; Brill cars.

**OFFICERS.**—Pres. Joseph T. Jones, Buffalo; V. Pres. Herbert P. Bissell, Buffalo; Sec. Treas. & Gen. Man. Bert L. Jones, Supt. E. E. Niklis, Cons. Engr. Geo. A. Ricker.

**DIRECTORS.**—Francis V. Greene, Avery D. Andrews, N. Y. City; Jos. T. Jones, H. P. Bissell, Wm. H. Hoichkiss, C. M. Bushnell, Wm. C. Cornwell, J. H. Metcalf, Bert L. Jones, Robert R. Hefford, Buffalo, N. Y.

**GENERAL OFFICE,** Niagara Falls, N. Y.

**REFERENCES.**—Five years of experience, G. A. Ricker, Vol. XVI, Sept. 1, '00, pp. 807-840 (ill).

Date of information, Mar., 1903.

**NYACK.**

Population in 1900, (8 villages) 9,525.

**Rockland Railroad Co.**—This company has been granted a "Certificate of Convenience and Necessity," by the Board of Railroad Commissioners of New York for a route running from Upper Nyack southwardly through Nyack, South Nyack, Grandview and Piermont to Sparkill, all in Rockland County, New York a distance of 7 miles.

**OFFICERS.**—Pres. A. Merritt Taylor, V. Pres. & Gen. Man. Frank R. Ford, Sec. & Treas. W. N. Barrows.

**OFFICE** of V. Pres. & Gen. Man. 149 Broadway New York.

Date of information, Mar., 1903.

**OGDENSBURG.**

Population in 1880, 10,341, in 1890, 11,667, in 1900, 12,633.

**Ogdensburg Street Railway Co.**—Chartered Dec. 22, 1885. Annual meeting third Tuesday in Feb. On April 25, 1902, this road was placed in charge of a Trustee. After all indebtedness was liquidated, the company was reorganized.

**CAPITAL STOCK**, authorized and issued, \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized, issued, \$150,000; dated Sept. 2, 1895, due 1925; int. payable Mar. and Sept.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$19,698 | \$20,809 | \$22,293 | \$21,582 | \$24,063 |
| Operating expenses.....         | 10,623   | 11,774   | 14,547   | 14,865   | 21,755   |
| Earnings from operation.        | 9,075    | 9,035    | 7,746    | 6,717    | 2,308    |
| Deduction from earnings.        | 6,916    | 7,437    | 9,432    | 10,124   | 10,036   |
| Net income.....                 | 2,159    | 1,598    | *1,686   | *3,407   | *7,728   |
| Total surplus account....       | 104      | 1,702    | 16       | *3,391   | *11,120  |
| *Deficit.                       |          |          |          |          |          |

| OPERATING EXPENSES.       |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
| Year ending June 30,      | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| General expenses.....     | \$ 2,810 | \$ 3,522 | \$ 3,916 | \$ 2,324 | \$ 1,562 |
| Transportation expenses.  | 6,682    | 7,090    | 9,276    | 11,304   | 15,503   |
| Maint. of way and bldgs.. | 682      | 218      | 756      | 241      | 2,396    |
| " " equipment.....        | 449      | 944      | 599      | 996      | 2,294    |
| Total.....                | \$10,623 | \$11,774 | \$14,647 | \$14,865 | \$21,755 |

| STATISTICS OF TRAFFIC.      |         |         |         |         |         |
|-----------------------------|---------|---------|---------|---------|---------|
| Year ending June 30,        | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
| Passengers carried.....     | 391,238 | 413,333 | 442,755 | 429,453 | 459,783 |
| Transfers.....              |         |         |         |         | 18,500  |
| Car miles run.....          | 216,144 | 248,668 | 318,482 | 398,180 | 364,635 |
| Total rcpts. per car mile.. | \$.091  | \$.083  | \$.070  | \$.054  | \$.066  |
| Oper. exps. per car mile..  | .049    | .047    | .045    | .037    | .060    |

| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
|                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....             | \$258,500 | \$275,000 | \$300,000 | \$300,000 | \$300,000 |
| " equip....                   |           |           |           |           |           |
| Cash assets.....              | 3,068     |           |           | 2,296     | 147       |
| Mat. and supplies..           | 100       | 5,052     | 5,324     | 2,500     | 1,000     |
| Prepaid insurance.            |           |           |           |           | 242       |
| Profit and loss(def.)         |           |           |           | 3,391     | 11,193    |

| Total.....            | \$261,668 | \$280,052 | \$305,324 | \$308,187 | \$312,582 |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| LIABILITIES.          |           |           |           |           |           |
| Capital stock.....    | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 |
| Funded debt.....      | 108,500   | 125,000   | 150,000   | 150,000   | 150,000   |
| Current liabilities.. | 3,064     | 3,350     | 5,308     | 8,187     | 12,582    |
| Profit and loss(sur.) |           | 104       | 1,702     | 16        |           |
| Total.....            | \$261,668 | \$280,052 | \$305,324 | \$308,187 | \$312,582 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 motor cars and 1 trail car; West. engines. West. dynamos and motors, American cars.

**OFFICERS.**—Pres. & Treas. Chester Snyder, Sec. Geo. F. Coffin. Supt. H. G. Davis.

**DIRECTORS.**—Geo. F. Coffin, Chester Snyder, J. P. Richardson, Edgar A. Newell, T. J. Budd, S. J. Mc Cormick, Wm. Myers.

**GENERAL OFFICE**, Easton, Pa.

Date of information, Mar., 1903.

**OLEAN.**

Population in 1880, 3,036, in 1890, 7,358, in 1900, 9,462.

**Olean Street Railway Co.**—Chartered Mar. 1, 1880. Annual meeting first Tuesday in Sept.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds authorized and issued, \$225,000; dated Nov. 1, 1899, due 1929; int. payable May and Nov., at office of Fidelity Trust Co., of Buffalo, N. Y., trustee of mortgage.

Second mortgage 5 p. c. gold bonds, authorized and issued \$60,000; dated Nov. 1, 1899, due 1929; int. payable Mar. and Nov., at office of Fidelity Trust Co., of Buffalo, trustee of mortgage.

First mortgage Bolivar extension 5 p. c. bonds, authorized and issued, \$30,000, dated Feb. 1, 1902, due 1932, int. payable Feb. and Aug. at office of Fidelity Trust Co., Buffalo, N. Y., trustee of mortgage.

Second mortgage Bolivar extension 5 p. c. bonds, authorized and issued, \$25,000, dated Feb. 15, 1902, due 1932, int. payable Feb. and Aug. at office of Fidelity Trust Co., Buffalo, N. Y., trustee of mortgage. These bonds were delivered Jan. 1st, 1903.

**OPERATION.**—Year ending June 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Gross receipts.....           | \$45,485 | \$48,700 | \$52,018 | \$56,040 |
| Operating expenses.....       | 24,810   | 25,703   | 26,228   | 29,118   |
| Earnings from operation ..... | 20,675   | 22,997   | 25,790   | 26,922   |
| Deductions from earnings..... | 17,210   | 22,612   | 16,755   | 16,493   |
| Net income.....               | 3,465    | 385      | 9,035    | 10,429   |
| Total surplus account.....    | 22,917   | 385      | 9,421    | 19,849   |

**STATISTICS OF TRAFFIC.**

| Year ending June 30,          | 1899.   | 1900.     | 1901.     | 1902.     |
|-------------------------------|---------|-----------|-----------|-----------|
| Revenue passengers carried..  | 895,665 | 1,084,153 | 1,136,576 | 1,232,035 |
| Transfer " " " " " "          | 99,622  |           | 18,274    | 23,068    |
| Car miles run.....            | 304,046 | 303,912   | 305,610   | 326,396   |
| Gross receipts per car mile.. | \$.149  | \$.160    | \$.170    | \$.172    |
| Operating exp. per car mile.. | .082    | .085      | .086      | .095      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.           |           |           |           |           |
|-------------------|-----------|-----------|-----------|-----------|
|                   | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road..... | \$538,657 | \$513,338 | \$583,123 | \$711,661 |
| " equipment.....  | 69,577    | 69,662    |           |           |
| Cash assets.....  | 863       | 113       | 184       | 259       |
| Other assets..... |           | 1,339     | 5,524     | 14,287    |
| Total.....        | \$609,097 | \$584,452 | \$588,830 | \$726,207 |

**LIABILITIES.**

|                            |           |           |           |           |
|----------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....         | \$ 15,500 | \$299,500 | \$300,000 | \$300,000 |
| Funded debt.....           | 95,000    | 279,000   | 283,000   | 278,500   |
| Other liabilities.....     | 7,680     | 1,067     | 909       | 127,859   |
| Profit & loss (surp.)..... | 22,917    | 385       | 9,421     | 19,847    |
| Total.....                 | \$609,097 | \$584,452 | \$588,830 | \$726,207 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 25.8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 17 motor cars, 2 service cars, 1 snow plow.

**OFFICERS.**—Pres. & Treas. Wilson R. Page, V. Pres. W. E. Wheeler, Sec. & Supt. I. W. Miller.

**DIRECTORS.**—Thos. Gilligan, J. F. Johnson, M. L. Lee, F. L. Eaton, W. R. Page, I. W. Miller, W. E. Wheeler, Olean, N. Y.; Clare Willard, Edward Torrey, Alleghany, N. Y.; W. B. Mersereau, F. H. Raymond, W. B. Wells, Floyd Kenyon.

**GENERAL OFFICE**, Olean, N. Y.

Date of information, Mar., 1903.

**ONEIDA.**

Population in 1880, 3,934, in 1890, 6,083, in 1900, 6,364.

**Oneida Railway Co.**—Chartered May 14, 1885. Annual meeting second Tuesday in Oct. This road has been reconstructed and electrical operation commenced Dec. 15, 1902.

**CAPITAL STOCK**, authorized and issued, \$15,000.

**FUNDED DEBT.**—First mortgage 4 p. c. bonds, authorized and issued, \$10,000; dated Jan. 1, 1899, due 1909.

**OPERATION.**—Year ending June 30,

|                                  | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|----------------------------------|---------|---------|---------|---------|---------|
| Gross receipts.....              | \$3,722 | \$3,765 | \$3,711 | \$3,861 | \$4,054 |
| Operating expenses.....          | 2,975   | 2,975   | 3,353   | 3,203   | 3,951   |
| Earnings from operation.....     | 747     | 790     | 358     | 658     | 103     |
| Deductions from earnings....     | 421     | 673     | 594     | 633     | 636     |
| Net income.....                  | 326     | 117     | *236    | 25      | *533    |
| To surplus account.....          | 326     | 117     |         | 25      |         |
| Charged to profit and loss....   |         | 483     | †200    | *59     |         |
| Total surplus account.....       | 318     | *49     | *84     |         | *843    |
| P. c. op. exp. to total receipts | 80.0    | 79.0    | 90.3    | 82.9    | 97.5    |
| *Deficit. †Credit.               |         |         |         |         |         |

**STATISTICS OF TRAFFIC.**

| Year ending June 30,          | 1898.  | 1899.  | 1900.  | 1901.  | 1902.  |
|-------------------------------|--------|--------|--------|--------|--------|
| Passengers carried.....       | 78,908 | 79,615 | 78,660 | 78,878 | 82,495 |
| Car miles run.....            | 42,800 | 42,808 | 42,800 | 38,808 | 38,802 |
| Gross receipts per car mile.. | \$.087 | \$.089 | \$.086 | \$.099 | \$.105 |
| Oper. expenses per car mile.. | .069   | .065   | .078   | .083   | .102   |

Please note date of information at end of each report.

| BALANCE SHEET.—Dated June 30, |          |          |          |          |          |
|-------------------------------|----------|----------|----------|----------|----------|
| ASSETS.                       |          |          |          |          |          |
|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road.....             | \$13,946 | \$13,946 | \$13,946 | \$24,765 | \$24,765 |
| " equipment.....              | 3,103    | 2,619    | 2,619    |          |          |
| Improvements.....             |          |          | 8,200    |          |          |
| Cash & current assets..       | 269      | 8,586    | 151      | 176      | 290      |
| Profit and loss (deficit).    |          | 49       | 84       | 59       | 842      |
| Total.....                    | \$17,318 | \$25,200 | \$25,000 | \$25,000 | \$25,898 |
| LIABILITIES.                  |          |          |          |          |          |
| Capital stock.....            | \$13,500 | \$15,000 | \$15,000 | \$15,000 | \$15,000 |
| Funded debt.....              | 3,500    | 10,000   | 10,000   | 10,000   | 10,000   |
| Other liabilities.....        |          |          |          |          | 898      |
| Interest.....                 |          | 200      |          |          |          |
| Profit and loss (surplus)     | 318      |          |          |          |          |
| Total.....                    | \$17,318 | \$25,200 | \$25,000 | \$25,000 | \$25,898 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 3 motor cars; Brill cars.

OFFICERS.—Pres. Horace E. Andrews, Cleveland, O.; V. Pres. J. J. Stanley, Sec. Walter N. Kernan, Treas. Chas. B. Rogers, Asst. Sec. & Asst. Treas. A. L. Linn, Jr.

DIRECTORS.—Horace E. Andrews, J. J. Stanley, A. M. Young, Chas. B. Rogers, Walter N. Kernan, C. E. Stone, E. L. Hunt, Robt. E. Drake, C. Loomis Allen.

GENERAL OFFICE, Oneida, N. Y.

Date of information, Apr., 1903.

x z

### ONEONTA.

Population in 1880, 4,461, in 1890, 6,272, in 1900, 7,147.

Oneonta, Cooperstown & Richfield Springs Railway Co.—In effect as to operation Dec. 10, 1900, as the successor to the Oneonta & Otego Valley R. R. Co., which was chartered July 30, 1897. Annual meeting Jan. 11, each year, which corporation is not otherwise changed. Operation by electricity was commenced Aug. 22, 1898.

CAPITAL STOCK, authorized, \$1,500,000, issued, \$750,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$750,000; dated May 1, 1902, due 1942; int. payable May and Nov.

| OPERATION—Year ending June 30, |         |          |                               |                            |
|--------------------------------|---------|----------|-------------------------------|----------------------------|
|                                | 1899.   | 1900.    | 6½ mos. ending June 30, 1901. | Year ending June 30, 1902. |
| Gross receipts.....            | \$8,533 | \$13,592 | \$9,015                       | \$41,180                   |
| Operating expenses.....        | 10,378  | 15,513   | 7,669                         | 33,165                     |
| Deficit from operation.....    | 1,845   | 1,561    | 1,346                         | *8,015                     |
| Taxes.....                     | 20      | 497      | 330                           | 933                        |
| Deficit.....                   | 1,865   | 2,058    | 1,015                         | *7,082                     |
| Total deficit.....             | 18,942  | 3,924    | 1,015                         | *8,097                     |
| *Surplus.....                  |         |          |                               |                            |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,693 |
| Transportation expenses.....           | 25,108   |
| Maintenance of way and structures..... | 715      |
| " " equipment.....                     | 3,650    |
| Total.....                             | \$33,165 |

#### STATISTICS OF TRAFFIC.

|                                      | 6½ months ending June 30, 1901. | Year ending June 30, 1902. |
|--------------------------------------|---------------------------------|----------------------------|
| Passengers carried.....              | 214,430                         | 516,965                    |
| Transfers.....                       |                                 | 12,127                     |
| Car miles run.....                   | 88,548                          |                            |
| Total receipts per car mile.....     | \$ .101                         |                            |
| Operating expenses per car mile..... | .089                            |                            |

| BALANCE SHEET.—Dated June 30,  |           |           |           |             |
|--------------------------------|-----------|-----------|-----------|-------------|
| ASSETS                         |           |           |           |             |
|                                | 1899.     | 1900.     | 1901.     | 1902.       |
| Cost of road and equipment..   | \$128,033 | \$231,820 | \$601,747 | \$1,551,487 |
| Current assets.....            | 1,476     | 230       | 1,043     | 1,491       |
| Profit and loss (deficit)..... | 1,865     | 3,924     |           |             |
| Total.....                     | \$131,374 | \$235,974 | \$602,790 | \$1,552,978 |
| LIABILITIES.                   |           |           |           |             |
| Capital stock.....             | \$100,000 | \$100,000 | \$235,000 | \$750,000   |
| Funded debt.....               |           | 100,000   | 325,000   | 750,000     |
| Current liabilities.....       | 374       |           | 41,775    | 45,896      |
| Dividends unpaid.....          | 31,000    | 33,398    |           |             |
| Accounts payable.....          |           | 2,576     | 1,015     |             |
| Profit and loss (surplus)..... |           |           |           | 7,082       |
| Total.....                     | \$131,374 | \$235,974 | \$602,790 | \$1,552,978 |

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75, gauge 4 ft. 8½ in.; 60 lb. and 90 lb. T and girder rail; 6 motor cars and 4 trail cars.

OFFICERS.—Pres. Norman Getman, Sec. C. V. D. Peek, Treas. Herbert T. Jennings, Supt. J. J. Mange.

DIRECTORS.—Norman Getman, Richfield Springs, N. Y.; Lynn J. Arnold, Cooperstown, N. Y.; Samuel Keyes Oneonta, N. Y.; John W. Lounsbury, Port Chester, N. Y.; Edw. C. White, E. P. Holdridge, Herbert F. Jennings, Mt. Vernon, N. Y.; Samuel Lever, R. L. MacDuffie, New York City.

GENERAL OFFICE, Oneonta, N. Y.

Date of information, Sept., 1902.

b

### OSSINING.

Population in 1880, 6,578, in 1890, 9,352, in 1900, 7,939.

Westchester Traction Co.—Organized Oct. 1, 1901. This company is successor to the Ossining Electric Ry. Co., having taken over the franchise and property of that company. Annual meeting, first Tuesday in Oct.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$1,500,000; issued, \$138,000; dated Apr. 1902, due 1932; int. payable Apr. and Oct.

OPERATION.—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Total receipts.....           | \$18,101 |
| Operating expenses.....       | 19,725   |
| Earnings from operation.....  | *1,624   |
| Deductions from earnings..... |          |
| Interest.....                 | 5,064    |
| Taxes.....                    | 1,592    |
| Net income.....               | *8,280   |
| *Deficit.....                 |          |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 222,200 |
| Transfers.....                       | 150,050 |
| Car miles run.....                   | 75,050  |
| Total receipts per car mile.....     | \$ .120 |
| Operating expenses per car mile..... | .131    |

BALANCE SHEET.—Dated June 30, 1902.

| Assets.                                  |           | Liabilities.                   |           |
|------------------------------------------|-----------|--------------------------------|-----------|
| Cost of con. and equip....               | \$266,000 | Capital stock.....             | \$300,000 |
| Stocks and bonds of other companies..... | 266,000   | Funded debt.....               | 138,000   |
| Cash.....                                | 14        | Accounts payable.....          | 5,996     |
| Material and supplies....                | 1,775     | Sundries.....                  | 89,779    |
|                                          |           | Profit and loss (surplus)..... | 14        |
| Total.....                               | \$533,789 | Total.....                     | \$533,789 |

PLANT AND EQUIPMENT.—Miles of track (electric) 3; gauge, 4 ft. 8½ in.; 48 lb. rail; 7 motor cars.

OFFICERS.—Pres. Wm. D. Marks, Sec. & Treas. J. M. Cronly, 115 Broadway, New York City, Supt. C. D. Maleady, Ossining.

DIRECTORS.—Robt. E. Farley, Wm. D. Marks, C. E. Lent, J. M. Crowley, C. D. Maleady, Clark J. Brown, H. M. Shaw, Curtis J. Harrington, John M. Farley.

GENERAL OFFICE, 115 Broadway, New York City.

Date of information, Mar., 1903.

7

### OSWEGO.

Population in 1880, 21,116, in 1890, 21,842, in 1900, 22,365.

Oswego Traction Co.—Chartered June 1, 1899. Annual meeting June 14, each year. This company is the successor to the Lake Ontario & Riverside Railway Co. which, on Mar. 12, 1896, effected a consolidation of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co. On Oct. 3, 1896, the property was placed in the hands of F. H. Tidman as receiver. On Apr. 15, 1899, the property of the Lake Ontario & Riverside Ry. Co. was sold at sheriff's sale, the Oswego Street Ry. being sold to a committee of the bondholders, who formed the new company which, on Feb. 1, 1900, took possession of the property; and the Fulton & Oswego Falls Street Ry. was sold separately, subject to first mortgage bonds, and on Feb. 1, 1900, commenced operation as a separate company, the receiver being relieved from further operation of the properties on that date, and being discharged by the court on June 30, 1900.

CAPITAL STOCK, authorized and issued, \$390,000; par value, \$50 per share.

FUNDED DEBT, authorized, \$300,000, issued, \$288,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, \$100,000, issued \$97,000; dated June 1, 1899, due 1929; int. payable June and Dec.

Second mortgage 3 p. c. gold bonds, authorized \$200,000, issued, \$191,000; coupon, but may be registered; dated June 1, 1899, due 1929; int. payable Mar. and Sept.

Please note date of information at end of each report.

OPERATION.—From Mar. 12, 1896, the report is for the Lake Ontario & Riverside Ry. Co. For 1900 the report is made of the combined figures of the receiver from July 1, 1899, to Jan. 31, and the new company to June 30.

| Year ending June 30,   | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....    | \$22,965 | \$26,396 | \$33,167 | \$36,531 | \$41,017 |
| Operating expenses.... | †27,909  | 38,469   | 33,452   | 31,483   | 32,623   |
| Earnings from oper.... | *4,944   | *12,072  | *285     | 5,048    | 8,394    |
| Deductions from earn.. | 13,454   | 23,359   | 11,838   | 14,393   | 13,504   |
| Net income .....       | *18,398  | *35,431  | *12,123  | *9,345   | *5,110   |
| Total deficit.....     | 31,072   | 62,454   |          | 23,320   | 27,730   |

\* Deficit. † Including extraordinary repairs on account of city sewers, improvements and legal expenses connected with receivership amounting to about \$8,327. The ordinary operating expenses were therefore about \$19,582.

#### OPERATING EXPENSES.

| Year ending June 30, 1902.              |          |
|-----------------------------------------|----------|
| General expenses.....                   | \$ 3,600 |
| Transportation expenses.....            | 20,625   |
| Maintenance of way and structures ..... | 5,005    |
| “ “ equipment.....                      | 3,393    |
| Total.....                              | \$32,623 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,           | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------|---------|---------|---------|---------|---------|
| Passengers carried.....        | 521,080 | 643,024 | 777,322 | 864,338 | 844,176 |
| Transfers.....                 |         |         |         |         | 156,244 |
| Car miles run.....             | 255,500 | 314,718 | 337,334 | 353,928 | 363,340 |
| Total receipts, per car mile.. | \$ .090 | \$ .083 | \$ .098 | \$ .103 | \$ .113 |
| Oper. expenses, per car mile.. | .109    | .122    | .099    | .089    | .090    |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....     | \$597,626 | \$609,946 | \$586,318 | \$607,175 | \$618,687 |
| “ equipment.....      | 42,356    | 47,852    |           |           |           |
| Cash & cur. as'ts..   | 281       | 369       | 2,188     | 2,900     | 1,563     |
| P'ft & loss (deficit) | 31,072    | 35,431    | 17,675    | 23,320    | 27,730    |
| Total.....            | \$671,635 | \$693,598 | \$606,181 | \$633,395 | \$647,780 |
| LIABILITIES.          |           |           |           |           |           |
| Capital stock.....    | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....      | 337,000   | 352,000   | 288,000   | 288,000   | 288,000   |
| Interest.....         | 24,634    | 20,632    | 11,461    | 22,041    | 32,622    |
| Loans.....            |           |           |           | 15,286    | 16,225    |
| Other liabilities...  | 10,001    | 20,956    | 6,720     | 8,068     | 10,933    |
| Total.....            | \$671,635 | \$693,588 | \$606,181 | \$633,395 | \$647,780 |

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 45 lb. to 107 lb. T and girder rail; 12 motor cars and 10 rail cars; Gen. Elec. dynamos and motors, American and Brill cars; rent power.

OFFICERS.—Pres. S. M. Coon, Sec. D. A. Williams, Treas. J. P. Doyle, Gen. Man. Frank Arnold.

DIRECTORS.—C. S. Shepard, New Haven, N. Y.; Chas. C. Crook, N. Y. City; D. B. Page, D. A. Williams, Lawrence Clancy, C. A. Tanner, M. B. Richardson, S. M. Coon, N. S. Bentley, J. P. Doyle.

GENERAL OFFICE, Oswego, N. Y.

Date of information, Mar., 1903. z

### PATCHOGUE.

Patchogue & Port Jefferson Traction Co.—Chartered Feb. 14, 1896, to build an electric railway from Patchogue to Port Jefferson, 15 miles in length. Annual meeting last Wednesday in January.

CAPITAL STOCK, authorized and issued, \$400,000; par value, \$100 per share.

OFFICERS.—Pres. Chas. Benner, 100 Broadway, New York; V. Pres. Chas. Smith, 202 East 23rd St., New York; Sec. Arthur C. Hume, 18 Wall St., New York; Treas. G. G. Power, 18 Wall St., New York; Ch. Engr. Wm. P. Williams.

DIRECTORS.—Chas. Benner, Chas. Smith, Arthur C. Hume, G. G. Power, Thomas Allen, 3d, Wm. P. Williams, Edwin Bailey, O. F. Fanning, Thos. O'Donnell, Chas. E. Tooker.

GENERAL OFFICE, Patchogue, N. Y.

Date of information, Sept., 1902. b

### PEEKSKILL.

Population in 1890, 9,676, in 1900, 10,358, in 1903 (local estimates) 12,000.

Peekskill Lighting & Railroad Co.—Incorporated July, 1900, as the Peekskill Lighting Co. On Aug. 31, 1900, the name of the company was changed to Peekskill Lighting & R. R. Co. This com-

pany is a consolidation of the Peekskill Gas Light Co., the Peekskill Electric Light & Power Co. and the Peekskill Traction Co., and comprises all the gas, electric light and street railways of Peekskill. The road was placed in operation to Lake Mohegan (6 miles) about July 30, 1899, remaining in the hands of contractor by breach of contract on the part of the traction company. In Oct., 1899, a receiver was appointed, and on May 10, 1900, the entire property was sold at receiver's sale to H. Hobart Porter, Jr., subject to all claims, judgments, etc., and possession taken by him. On Sept. 1, 1900, the property was sold to the Peekskill Lighting & Railroad Co., which is now the owner in possession of and operating the road.

CAPITAL STOCK, authorized, \$500,000, issued, \$350,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$750,000, issued, \$500,000; dated Oct. 1, 1900, due 1930; denom. \$1,000; coupon, but may be registered; whole issue only, subject to call at 110 after Oct. 1, 1905; sinking fund at \$10.80 per bond outstanding begins 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

#### OPERATION.—Year ending June 30,

|                                            | 1901.    | 1902.    |
|--------------------------------------------|----------|----------|
| Receipts from passengers.....              | \$27,566 | \$36,774 |
| “ “ power and illuminating plants, net.... | 16,201   | 19,087   |
| “ “ other sources.....                     | 169      | 491      |
| “ total.....                               | 43,936   | 56,352   |
| Operating expenses.....                    | 19,324   | 24,532   |
| Earnings from operation.....               | 24,611   | 31,820   |
| Deductions from earnings.                  |          |          |
| Interest.....                              | 19,736   | 23,125   |
| Taxes.....                                 | 1,065    | 1,418    |
| Net income.....                            | 3,809    | 7,277    |

#### OPERATING EXPENSES.

| Year ending June 30,                   | 1901.    | 1902.    |
|----------------------------------------|----------|----------|
| General expenses.....                  | \$ 3,163 | \$ 3,726 |
| Transportation expenses.....           | 14,806   | 18,762   |
| Maintenance of way and structures..... | 607      | 864      |
| “ “ equipment.....                     | 748      | 1,180    |
| Total.....                             | \$19,324 | \$24,532 |

#### STATISTICS OF TRAFFIC.

| Year ending June 30,    | 1901.   | 1902.   |
|-------------------------|---------|---------|
| Passengers carried..... | 575,495 | 776,794 |
| Transfers.....          | 25,185  | 38,594  |
| Car miles run.....      | 153,738 | 203,752 |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                         | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Cost of road and equipment..... | \$775,000 | \$850,000 |
| Cash on hand.....               | 12,417    | 11,697    |
| Current assets.....             | 2,603     | 23,348    |
| Total.....                      | \$790,019 | \$885,045 |
| LIABILITIES.                    |           |           |
| Capital stock.....              | \$350,000 | \$350,000 |
| Funded debt.....                | 425,000   | 500,000   |
| Accrued interest.....           | 5,313     | 6,250     |
| Accounts payable.....           | 5,896     | 15,585    |
| Profit and loss (surplus).....  | 3,810     | 13,210    |
| Total.....                      | \$790,019 | \$885,045 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10.4; gauge, 4 ft. 8½ in.; 56 lb. rail; 16 motor cars, 1 snow plow.

OFFICERS.—Pres. & Gen. Man. B. B. Nostrand, Jr., Sec. Alfred Ely, Treas. H. Hobart Porter, Jr., Supt. of Trans. J. C. Hitchcock.

DIRECTORS.—B. B. Nostrand, Jr., H. L. Armstrong, Peekskill, N. Y.; E. N. Sanderson, Francis Blossom, Brooklyn, N. Y.; H. Hobart Porter, Jr., Laurence, L. I.; Richmond Talbot, Tuxedo, N. Y.; Alfred Ely, Wm. M. Crane, New York City; G. H. Warner, Roselle, N. J.

TREASURER'S OFFICE, 31 Nassau St., N. Y. City.

REFERENCES.—Description of power plant, Vol. XX, July 19, '02, p. 692 (ill.).

Date of information, Mar., 1903. z

### PENN YAN.

Population in 1880, 3,475, in 1890, 4,254, in 1900, 4,650.

Penn Yan, Keuka Park & Branchport Railway.—Chartered Feb. 23, 1897.

CAPITAL STOCK, authorized, \$100,000; issued, \$94,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, \$100,000; dated Aug. 2, 1897, due 1917; denom. \$500; int. payable Feb. and Aug.; American Loan & Trust Co., of Boston, trustee of mortgage.

| OPERATION.—Year ending June 30, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....   | \$12,866 | \$12,516 | \$20,180 | \$17,116 |
| "    "    other sources.....    | 8,151    | 9,767    | 213      | 81       |
| "    total.....                 | 21,017   | 22,283   | 20,393   | 17,197   |
| Operating expenses.....         | 17,228   | 16,890   | 16,570   | 14,757   |
| Earnings from operation.....    | 3,789    | 5,393    | 3,823    | 2,440    |
| Deductions from earnings.       |          |          |          |          |
| Interest.....                   | 5,000    | 5,000    | 5,390    | 5,870    |
| Taxes.....                      | 356      | 1,648    | 1,215    | 897      |
| Net income.....                 | *1,567   | 1,255    | *2,783   | *4,328   |
| To surplus account.....         | *508     | *1,763   | *4,546   | *8,874   |
| *Deficit                        |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30,                  |       |       |          |
|---------------------------------------|-------|-------|----------|
|                                       | 1899. | 1900. | 1901.    |
| General expenses.....                 |       |       | \$ 2,043 |
| Transportation expenses.....          |       |       | 12,234   |
| Maintenance of way and buildings..... |       |       | 1,041    |
| "    equipment.....                   |       |       | 1,253    |
| Total.....                            |       |       | \$16,570 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 |         |         |         |
|--------------------------------------|---------|---------|---------|
|                                      | 1899.   | 1900.   | 1901.   |
| Passengers carried.....              | 294,496 | 249,662 | 265,590 |
| Car miles run.....                   | 108,815 | 86,266  | 100,382 |
| Total receipts per car mile.....     | \$.193  | \$.258  | \$.203  |
| Operating expenses per car mile..... | .158    | .195    | .165    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
|                                | 1898.     | 1899.     | 1900.     | 1902.     |
| Cost of road.....              | \$155,000 | \$155,000 | \$156,400 |           |
| Cost of equipment.....         | 45,000    | 45,000    | 45,920    | \$202,776 |
| Cash.....                      | 3,142     | 1,575     | 297       | 272       |
| Profit and loss (deficit)..... |           | 508       | 1,763     | 8,874     |
| Total.....                     | \$203,142 | \$202,083 | \$204,380 | \$211,921 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$ 90,000 | \$ 90,000 | \$ 90,000 | \$ 94,000 |
| Funded debt.....               | 100,000   | 100,000   | 100,000   | 100,000   |
| Interest.....                  | 2,083     | 2,083     | 2,083     | 2,083     |
| Loans.....                     | 10,000    | 10,000    | 10,000    | 15,626    |
| Accounts payable.....          |           |           | 2,297     | 213       |
| Profit and loss (surplus)..... | 1,059     |           |           |           |
| Total.....                     | \$203,142 | \$202,083 | \$204,380 | \$211,921 |

PLANT AND EQUIPMENT.—Miles of track (electric), 9.25; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 6 motor cars, 1 freight car; Slater engines, Dillon boilers, Walker dynamos, West. motors.

OFFICERS.—Pres. W. S. Reed, 1st V. Pres. & Supt. C. L. B. Tylee, 2d V. Pres. H. R. Sill, Sec. & Audr. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Supt. H. H. DeCew, Elecn. C. L. Bullock.

DIRECTORS.—Chas. L. Hicks, C. L. B. Tylee, Penn Yan, N. Y.; H. R. Sill, Bluff Point, N. Y.; W. H. Tylee O. W. Rugg, Worcester, Mass.; W. S. Reed, C. E. Dresser, Leominster, Mass.; Geo. S. Weaver, Branchport, N. Y.; Jos. A. Taylor, New York.

GENERAL OFFICE, Penn Yan, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Sept., 1901.

b

## PERRY.

Population in 1900, 2,763.

Perry, Castile, Silver Springs & Pike Railway Co.—Chartered May 9, 1899. This road is now under construction.

CAPITAL STOCK, authorized, \$200,000, issued, \$20,300.

PLANT AND EQUIPMENT.—Miles of track (electric), 20.

OFFICERS.—Pres. J. M. Duncan, V. Pres. M. H. Olin, Sec. G. S. Van Gorder, Treas. A. O. Skiff.

DIRECTORS.—J. M. Duncan, J. H. Duncan, Silver Springs, N. Y.; M. H. Olin, J. C. Lillibridge, G. M. Fraber, Perry, N. Y.; M. N. Cole, J. H. Van Arsdale, Castile, N. Y.; A. O. Skiff, H. O. Brown, F. H. Lyon, G. S. Van Gorder, Pike, N. Y.

GENERAL OFFICE, Silver Springs, N. Y.

Date of information, Sept., 1902.

b

## PLATTSBURGH.

Population in 1880, 5,245, in 1890, 7,010, in 1900, 8,434; total population served by the street railway lines, 12,000.

Plattsburgh Traction Co.—Chartered May 27, 1896, for 50 years. Municipal franchise granted June 15, 1896, for 50 years. Incorporated, May 27, 1896.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, \$100,000, issued, \$80,000, in treasury, \$20,000; dated July 1, 1896, due 1926; denom. \$500; int. payable Jan. and July, at office of Continental Trust Co., of New York, trustee of mortgage.

| OPERATION.—Year ending June 30, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    |
| Gross receipts.....             | \$17,304 | \$19,224 | \$16,876 | \$15,777 |
| Operating expenses.....         | 10,493   | 11,213   | 11,923   | 12,342   |
| Earnings from operation.....    | 6,811    | 8,011    | 4,953    | 3,435    |
| Deductions from earnings.       |          |          |          |          |
| Interest.....                   | 4,800    | 4,800    | 4,800    | 4,800    |
| Taxes.....                      | 295      | 775      | 1,080    | 1,164    |
| Net income.....                 | 1,716    | 2,436    | *927     | *2,528   |
| Dividends paid, 1 p. c....      |          |          | 1,000    |          |
| To surplus account.....         | 1,716    |          | *1,927   |          |
| Total surplus account....       | 3,642    | 6,078    | 4,151    | 1,622    |
| P.c.op.exp. to total repts.     | 60.6     | 58.3     | 70.6     | 77.4     |

## OPERATING EXPENSES.

| Year ending June 30,                  |       |       |          |
|---------------------------------------|-------|-------|----------|
|                                       | 1898. | 1899. | 1900.    |
| General expenses.....                 |       |       | \$ 2,262 |
| Transportation expenses.....          |       |       | 7,926    |
| Maintenance of way and buildings..... |       |       | 1,461    |
| Maintenance of equipment.....         |       |       | 693      |
| Total.....                            |       |       | \$12,342 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1897.      |         |         |         |
|---------------------------------|---------|---------|---------|
|                                 | 1897.   | 1899.   | 1900.   |
| Passengers carried.....         | 387,326 | 431,611 | 377,276 |
| Car miles run.....              | 181,096 | 166,421 | 162,598 |
| Tot'l recpts. per car mile..... | \$.094  | \$.115  | \$.103  |
| Op. exps. per car mile.....     | .058    | .067    | .073    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
|                                | 1898.     | 1899.     | 1900.     | 1901.     |
| Cost of road and equip.....    | \$180,000 | \$180,000 | \$180,000 | \$180,000 |
| Cash.....                      | 1,158     | 3,037     | 1,638     | 2,066     |
| Bills and accts receiv....     | 1,176     |           |           | 450       |
| Materials and supplies..       | 2,094     | 2,404     | 2,847     | 3,521     |
| Other assets.....              | 364       | 1,190     | 529       | 573       |
| Profit and loss (deficit)..... |           |           |           | 932       |
| Total.....                     | \$184,792 | \$186,631 | \$185,014 | \$186,610 |

## LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....               | 80,000    | 80,000    | 80,000    | 80,000    |
| Accounts payable.....          | 1,150     | 553       | 863       | 1,938     |
| Bills payable.....             |           |           |           | 3,000     |
| Profit and loss (surplus)..... | 3,642     | 6,078     | 4,151     | 1,622     |
| Total.....                     | \$184,792 | \$186,631 | \$185,014 | \$186,610 |

PLANT AND EQUIPMENT.—Miles of track (electric) 6.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 10 motor cars; West. dynamos and motors; rent power.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. Gen. Man. & Supt. Geo. M. Cole, Sec. W. L. Pattison, Treas. A. E. Reynolds.

DIRECTORS.—H. Hobart Porter, Jr., New York City; Francis Blossom, New York City; Richmond Talbot, New York City; E. N. Sanderson, New York City; S. M. Weed, Plattsburg, N. Y.; Albert E. Reynolds, Plattsburg, N. Y.; H. E. Barnard, Plattsburg, N. Y.; W. L. Pattison, Plattsburg, N. Y.; Geo. M. Cole, Plattsburg, N. Y.

GENERAL OFFICE, Plattsburg, N. Y.

Date of information, Mar., 1903.

z

## PORT CHESTER.

Population in 1880 3,254, in 1890, 5,274, in 1900, 7,440.

New York & Stamford Railway Co.—Chartered Aug. 3, 1901, by the consolidation of the Porchester Street Ry. Co., and the Larchmont Horse Ry. Co.

CAPITAL STOCK, authorized and issued, \$500,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds authorized, \$450,000, issued, \$365,000; coupon, but may be registered; dated Oct. 1, 1901, due 1931; denom. \$1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30, 1902, including reports of the Porchester Street Ry. Co. and the Larchmont Horse Ry. Co., up to date of consolidation.

|                              |         |
|------------------------------|---------|
| Total receipts.....          | 100,980 |
| Operating expenses.....      | 66,377  |
| Earnings from operation..... | 34,603  |
| Deductions from earnings     |         |
| Interest.....                | 16,646  |
| Taxes.....                   | 3,260   |
| Other deductions.....        | 101     |
| Net income.....              | 14,597  |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 2,000,818 |
| Car miles run.....                   | 600,053   |
| Total receipts per car mile.....     | \$152     |
| Operating expenses per car mile..... | .111      |

## BALANCE SHEET.—Dated June 30, 1902.

| Assets.                            | Liabilities.                      |
|------------------------------------|-----------------------------------|
| Cost of road and equip...\$912,729 | Capital stock.....\$500,000       |
| Cash.....4,199                     | Funded debt.....365,000           |
| Other assets.....54,407            | Interest.....4,563                |
|                                    | Loans.....43,906                  |
|                                    | Accounts payable.....32,509       |
|                                    | Profit and loss (surplus)..25,358 |
| Total.....\$971,336                | Total.....\$971,336               |

PLANT AND EQUIPMENT.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 32 motor cars, 1 service car, 2 snow plows.

OFFICERS.—Pres. Chas. A. Singer, Larchmont, N. Y.; V. Pres. N. H. Heft, Bridgeport, Conn.; Sec. & Treas. G. Stanley, Bridgeport, Conn.; Supt. O. M. Moulton.

DIRECTORS.—N. H. Heft, W. H. Campbell, Wm. Murray, Chas. A. Singer, W. H. Trumbull, G. S. Heft, W. E. Goulden, R. J. Walsh, Wm. L. Ward.

GENERAL OFFICE, Port Chester, N. Y.

Date of information, Mar., 1903.

## PORT JERVIS.

Population of Port Jervis and suburbs in 1900 (local estimates), 12,000.

Port Jervis Electric Light, Power, Gas & Railroad Co.—This is a reorganization Jan. 16, 1902, of the Port Jervis Electric St. Ry. Co., which was chartered Dec. 9, 1895. Municipal franchise granted in Jan., 1897. Annual meeting last Thursday in Dec.

CAPITAL STOCK, authorized and issued, \$450,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$450,000, issued, \$275,000; dated July, 1901, due 1931; int. payable Jan. and July.

## OPERATION.—Year ending June 30,

|                              | 1899.    | 1900.   | 1901.    | 1902.   |
|------------------------------|----------|---------|----------|---------|
| Gross receipts.....          | \$10,835 | \$9,622 | \$10,148 | \$9,629 |
| Operating expenses.....      | 10,483   | 8,993   | 9,745    | 7,660   |
| Earnings from operation..... | 352      | 629     | 403      | 1,969   |
| Deductions from earnings.    |          |         |          |         |
| Interest.....                | 3,588    | 3,888   | 3,864    |         |
| Taxes.....                   | 228      | 673     | 377      | 887     |
| Net income.....              | *3,464   | *3,932  | *3,938   | 1,082   |
| Total surplus.....           | *4,959   | *8,891  | *12,729  | 12,224  |

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.   | 1902.   |
|---------------------------------------|---------|---------|
| General expenses.....                 | \$1,254 | \$ 720  |
| Transportation expenses.....          | 7,732   | 6,567   |
| Maintenance of way and buildings..... | 20      | 87      |
| Maintenance of equipment.....         | 739     | 286     |
| Total.....                            | \$9,745 | \$7,660 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,              | 1899.   | 1900.   | 1901.   | 1902.   |
|-----------------------------------|---------|---------|---------|---------|
| Revenue passengers carried.....   | 240,847 | 221,078 | 228,928 | 212,964 |
| Transfer ".....                   | 25,374  | 23,807  | 27,684  | 28,973  |
| Car miles run.....                | 80,121  | 88,314  | 78,281  | 85,240  |
| Total receipts per car mile.....  | \$135   | \$109   | \$123   | \$113   |
| Operating expenses per car mile.. | .130    | .102    | .129    | .090    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equipment..   | \$144,212 | \$144,212 | \$145,745 | \$734,575 |
| Cash.....                      | 349       | 491       | 540       |           |
| Current assets.....            | 1,532     | 1,532     |           | 18,958    |
| Profit and loss (deficit)..... | 4,959     | 8,891     | 12,729    |           |
| Total.....                     | \$151,052 | \$155,126 | \$159,014 | \$753,533 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$450,000 |
| Funded debt.....               | 73,207    | 73,207    | 73,207    | 275,000   |
| Interest on funded debt.....   |           |           | 10,500    |           |
| Taxes.....                     |           |           | 1,356     |           |
| Current liabilities.....       | 7,845     | 11,919    | 4,951     | 16,309    |
| Profit and loss (surp.).....   |           |           |           | 12,224    |
| Total.....                     | \$151,052 | \$155,126 | \$159,014 | \$753,533 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars; Ball engines, Triumph dynamos, Gen. Elec. motors, Brill and Stephenson cars, Brill trucks.

OFFICERS.—Pres. R. H. Beach, East Orange, N. J.; Sec. & Treas. C. R. Hoen, Catasqua, Pa.; Supt. R. S. Weaver, Port Jervis, N. Y.

DIRECTORS.—R. H. Beach, C. R. Hoen, W. H. Hoen, C. Beckwith, E. Oesterrich.

GENERAL OFFICE, 176 Pike St., Port Jervis, N. Y.

Date of information, Sept., 1902.

b

## POUGHKEEPSIE.

Population in 1880, 20,207, in 1890, 22,206, in 1900, 24,029.

Poughkeepsie City & Wappingers Falls Electric Railway Co.—Chartered Mar. 22, 1894, as a consolidation of the City R. R. Co., the South Avenue Surface R. R. Co. and the Poughkeepsie & Wappingers Falls Street Surface Ry. Co. Annual meeting second Monday in January.

CAPITAL STOCK, authorized and issued, \$750,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$404,000; coupon, but may be registered; dated July 1, 1894, due 1924; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

## OPERATION.—Year ending June 30,

|                             | 1898.  | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|--------|----------|----------|----------|----------|
| Receipts from pass.....     | \$     | \$85,656 | \$82,791 | \$86,426 | \$90,312 |
| “ other sources.....        |        | 1,318    | 2,212    | 2,737    | 3,428    |
| “ total.....                | 84,998 | 86,947   | 85,003   | 89,163   | 93,740   |
| Operating expenses.....     | 47,012 | 56,056   | 54,386   | 54,386   | 56,037   |
| Earnings from operation.... | 35,458 | 39,962   | 28,947   | 34,777   | 37,703   |
| Deductions from earnings.   |        |          |          |          |          |
| Taxes.....                  | 4,940  | 2,373    | 4,172    | 2,939    | 1,076    |
| Int. on funded debt....     | 17,900 | 17,900   | 20,400   | 21,300   | 20,200   |
| “ floating d't... }         |        |          |          | 1,354    | 840      |
| “ mortgages.....            |        |          |          |          |          |
| Net income.....             | 12,618 | 19,689   | 4,375    | 9,184    | 15,587   |
| Dividends.....              | 15,000 | 15,000   |          |          |          |
| Surplus.....                | *2,362 | 4,689    | 4,375    | 9,184    |          |
| Total surplus account.....  | 1,133  | 5,722    | 10,097   | 20,788   | 36,375   |

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,             | 1898.    | 1899.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| General expenses.....            | \$ 7,485 | \$ 5,258 | \$ 7,797 | \$10,041 |
| Transportation expenses.....     | 37,391   | 37,574   | 39,332   | 40,448   |
| Maintenance of way and build'gs. | 1,356    | 1,041    | 1,822    | 1,145    |
| “ equipment.....                 | 3,308    | 3,139    | 5,434    | 4,402    |
| Total.....                       | \$49,540 | \$47,012 | \$54,386 | \$56,037 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1898.     | 1899.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....       | 1,699,763 | 1,710,245 | 1,905,888 | 1,813,420 |
| Transfers.....                |           |           |           | 195,227   |
| Car miles run.....            | 500,203   | 511,302   | 497,982   | 500,301   |
| Total receipts per car mile.. | \$167     | \$170     | \$178     | \$187     |
| Operating ex. per car mile..  | .097      | .092      | .109      | .112      |

## BALANCE SHEET.—Dated June 30.

| BALANCE SHEET.—Data June 30. |             |             |             |             |             |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| ASSETS.                      | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of r'd & eq.            | \$1,107,513 | \$1,158,689 | \$1,173,963 | \$1,190,279 | \$1,195,075 |
| Real estate.....             | 2,555       | 2,555       | 2,555       | 2,555       |             |
| Cash .....                   | 4,763       | 11,209      | 3,279       | 3,122       | 800         |
| Other assets...              |             |             |             | 1,100       | 9,500       |
| Total.....                   | \$1,114,831 | \$1,172,453 | \$1,179,797 | \$1,197,056 | \$1,205,375 |
| LIABILITIES.                 |             |             |             |             |             |
| Capital stock...\$           | 750,000     | \$ 750,000  | \$ 750,000  | \$ 750,000  | \$ 750,000  |
| Funded debt...               | 358,000     | 396,000     | 404,000     | 404,000     | 404,000     |
| Interest.....                | 5,725       | 5,731       | 700         |             |             |
| Loans .....                  |             |             | 3,000       | 3,000       | 3,000       |
| Mort. on real es.            |             | 12,000      | 12,000      | 12,000      | 12,000      |
| Pro. & loss (sur)            | 1,106       | 5,722       | 10,097      | 20,788      |             |
| Accts. payable.              |             |             |             | 4,544       |             |
| Taxes.....                   |             |             |             | 2,724       | 36,375      |
| Total.....                   | \$1,114,831 | \$1,172,453 | \$1,179,797 | \$1,197,056 | \$1,205,375 |

PLANT AND EQUIPMENT.—Miles of track (electric), 17.33; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. T and girder rail; 23 motor cars; Ball & Wood engines; Gen. Elec. dynamos and motors; American cars.

OFFICERS.—Pres. J. W. Hinkley, Sec., Supt. & Treas. Silas Hinkley, Ch. Engr. G. S. Smith.

DIRECTORS.—J. W. Hinkley, Frank B. Lown, W. H. Wood, Silas Hinkley, J. W. Hinkley, Jr., Poughkeepsie, N. Y.; W. K. Roy, John Bogle, Wappingers Falls, N. Y.; W. H. Reese, Hughsonville, N. Y.; G. C. Hall, N. Y. City.

GENERAL OFFICE, 489-493 Main St., Poughkeepsie. Treasurer's office, 23 Nassau St., New York.

Date of information, Sept., 1902.

b

Please note date of information at end of each report.



**RHINEBECK.**

Population in 1880, 1,569, in 1890, 1,649, in 1900, 1,750.

**Rhinebeck & Rhinecliff Street Surface Railroad Co.**—Chartered Apr. 18, 1895; charter extended to July 1, 1906. Annual meeting fourth Monday in Apr. This road is under construction.

**CAPITAL STOCK**, authorized, \$60,000, issued, \$3,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and outstanding, \$60,000; due July, 1952; denom. \$250; int. payable Jan. and July.

**OFFICERS.**—Pres. Robert H. Hunter, Sec. & Treas. J. L. Williams.

**DIRECTORS.**—Robt. H. Hunter, J. L. Williams, E. A. Wilbur, Poughkeepsie, N. Y.; A. H. Hoffman, Geo. Epelstyn, Robt. H. Hoffman, E. M. Haines, Wm. A. Tripp, Rhinebeck, N. Y.

**GENERAL OFFICE**, Rhinebeck, N. Y.

Date of information, Mar., 1903.

**ROCHESTER.**

Population in 1880, 89,366, in 1890, 133,896, in 1900, 162,608.

**Rochester Railway Co.**—Chartered Feb. 25, 1890, for 99 years, with right to renewal. Annual meeting third Tuesday in Jan. This is a consolidation of the Rochester City & Brighton R. R. Co. (incorp. May 31, 1862, under N. Y. R. R. Act of 1850), the Crosstown R. R. Co., and the South Park R. R. Co. This company also operates under leases the Summerville division of the Rochester & Suburban Ry. and the Rochester Electric Ry.

**Capital Stock**, authorized and issued, \$5,000,000; par value, \$100 per share. The old stock was retired in June, 1901, to be replaced by a new issue of the same amount, \$2,500,000 of which is 5 p. c. cumulative preferred and \$2,500,000 common.

**Funded Debt.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued \$2,700,000, in escrow (see Note), \$800,000; coupon, but may be registered; dated Apr. 1, 1890, due 1930; denom. \$1,000; int. payable Apr. and Oct., at office of Cuyler, Morgan & Co., 44 Pine St. New York.

Second mortgage 5 p. c. gold bonds, authorized, and outstanding, \$1,500,000; coupon, but may be registered; dated Dec. 1, 1893, due 1933; denom. \$1,000; int. payable June and Dec., at office of Security Trust Co., of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s first mortgage (originally second mortgage) 6 p. c. bonds, \$175,000; dated Apr. 1, 1889, due 1919; denom. \$500; int. payable Apr. and Oct., at office of Rochester Trust & Safe Deposit Co., of Rochester, trustee of mortgage.

6 p. c. collateral trust notes, \$182,000; dated Mar. 1, 1895, due 1905; int. payable Mar. and Sept., at office of Security Trust Co., of Rochester, trustee of mortgage.

**General mortgage** 5 p. c. bonds, authorized, \$2,500,000, issued, none; \$1,000,000 of these bonds are to be used in liquidating the indebtedness of the company and providing for immediate betterments and extensions; the remaining \$1,500,000 to be held in treasury for the acquisition of additional property, construction work, betterments and future requirements of the company.

**Note.**—\$300,000 of the consolidated mortgage bonds are held in escrow by the Mercantile Trust Co., of New York, trustee, to retire, at maturity, the issue of the Rochester City & Brighton R. R. Co. now outstanding, amounting to \$175,000.

It is provided in the first mortgage deed that the sum of \$25,000 per annum from the net earnings shall be deposited with the trustee for a sinking fund.

**Leased Roads.**—In Sept., 1894, the company leased the property of the Rochester Electric Ry. Co. for the term of 50 years, paying a rental of \$16,000 per annum, equivalent to 8 p. c. on its capital stock. It is further agreed that the lessor company is to receive, in the form of dividends, 25 p. c. of its own gross receipts above \$55,000.

**Franchises.**—The company's franchises are perpetual and exclusive upon the streets already occupied, which are the principal ones in the city.

| Operation.—Year ending Dec. 31, | June 30,  |           |           |           |             |
|---------------------------------|-----------|-----------|-----------|-----------|-------------|
|                                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.       |
| Receipts from operat'n.         | \$817,075 | \$865,823 | \$916,300 | \$981,723 | \$1,044,006 |
| “ other sources.                | 7,660     | 9,160     | 20,041    | 18,536    | 24,216      |
| “ total.                        | 824,735   | 874,983   | 936,341   | 1,000,259 | 1,068,222   |
| Operating expenses.             | 488,170   | 515,237   | 554,021   | 605,551   | 572,982     |
| Earnings from opera.            | 336,565   | 359,746   | 382,320   | 394,708   | 495,240     |
| Deductions from earnings.       |           |           |           |           |             |
| Interest.                       |           |           |           | 246,635   | 233,795     |
| Taxes.                          | 291,270   | 295,538   | 302,287   | 33,703    | 55,745      |
| Rentals.                        |           |           |           | 2,400     | 24,000      |
| Net income.                     | 45,295    | 64,208    | 80,033    | 111,970   | 181,699     |
| Dividends.                      |           |           |           |           | 54,110      |
| Surplus.                        |           |           |           |           | 127,589     |
| Total surplus.                  |           | 249,057   | 362,647   | 489,855   | 142,896     |
| P. c. op. ex. to total rec.     | 59.2      | 58.8      | 59.1      | 60.5      | 53.7        |

**OPERATING EXPENSES.**

| Year ending June 30,          | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|
| General expenses.             | \$ 71,657 | \$52,837  | \$53,241  | \$ 72,524 |
| Transportation expenses.      | 294,644   | 38,7252   | 374,575   | 376,073   |
| Maintenance of way and bldgs. | 72,788    | 88,340    | 73,714    | 38,084    |
| “ equipment.                  | 76,148    | 84,092    | 104,021   | 86,302    |
| Total.                        | \$515,237 | \$554,021 | \$605,551 | \$572,982 |

**STATISTICS OF TRAFFIC.**

|                              | —Year ending— |                |            | Year endg. |
|------------------------------|---------------|----------------|------------|------------|
|                              | 1900.         | June 30, 1901. | 1902.      | 1902.      |
| Rev. passengers carried.     | 17,626,386    | 20,329,012     | 21,555,322 | 22,620,382 |
| Transfer “                   | 5,331,930     | 5,808,677      | 6,548,649  | 6,845,414  |
| Car miles run.               | 4,924,340     | 5,331,299      | 5,249,617  | 5,276,422  |
| Total receipts per car mile. | \$ .190       | \$ .188        | \$ .203    | \$ .206    |
| Oper. expenses “             | .112          | .114           | .109       | .109       |

**Balance Sheet.**—Dated Dec. 31,

| ASSETS.                | 1899.       | 1900.        | 1901.        | 1902.        |
|------------------------|-------------|--------------|--------------|--------------|
| Cost of road & equip.  | \$9,959,891 | \$10,099,512 | \$10,260,583 | \$10,246,385 |
| Open accounts.         | 5,616       | 5,093        |              |              |
| Other assets.          |             | 33,390       | 24,604       | 12,717       |
| Cash and materials.    | 39,090      | 26,930       | 19,028       | 70,440       |
| Stocks and bonds.      | 167,500     | 162,500      | 161,000      | 162,300      |
| Coupon account.        | 22,557      | 19,887       |              |              |
| Unpaid stock instlmts. |             |              |              |              |
| Cons. bonds to issue.  |             |              | 300,000      |              |

Total \$10,194,654 \$10,347,852 \$10,765,215 \$10,491,842

**LIABILITIES.**

|                          |              |              |              |              |
|--------------------------|--------------|--------------|--------------|--------------|
| Capital stock.           | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 |
| Funded debt.             | 4,518,575    | 4,520,950    | 4,551,200    | 4,557,000    |
| Reconstruction reserv.   |              |              |              |              |
| act. new stock issue     |              |              | 631,809      | 294,970      |
| Loans & bills payable.   | 187,980      | 183,054      |              | 36,000       |
| Other liabilities.       | 149,021      | 149,346      | 42,500       | 5,338        |
| Open accounts.           |              | 7,390        | 105,623      | 63,787       |
| Accrued interest, etc.   | 67,464       | 55,589       | 77,200       | 67,589       |
| Paving assessments.      |              |              | 240,000      | 224,000      |
| Coupon account.          | 22,557       | 19,887       |              |              |
| Profit and loss (surp.). | 249,057      | 411,636      | 116,883      | 243,158      |

Total \$10,194,654 \$10,347,852 \$10,765,215 \$10,491,842

**Plant and Equipment.**—Miles of track owned (electric), 86.93, leased, 17.85; total, 104.9; gauge, 4 ft. 8½ in.; 45 lb. T to 107 lb. girder rail; 20 horses, 185 motor cars and 40 trail cars, 10 snow plows; 5 sweepers; 3,000 H. P. station plant; Gen. Elec. and West. dynamos and motors.

**Officers.**—Pres Frederick Cook, V. Pres. & Gen. Man. T. J. Nicholl, Sec. & Asst. Treas. Geo. G. Morehouse, Rochester, N. Y.; Treas. G. L. Estabrook, Philadelphia, Pa., Supt. Jos. W. Hicks, Mast. Mech. Alfred Green.

**Directors.**—H. Sellers McKee, Pittsburg, Pa.; Benj. Graham, A. G. Hadenpyl, N. Y. City; C. M. Clark, E. W. Clark, Jr., W. B. Kurtz, Philadelphia, Pa.; C. T. Chapin, John N. Beckley, Frederick Cook, Horace C. Brewster, George W. Archer, T. J. Nicholl, Rochester, N. Y.; Jas. Richardson, Providence, R. I.

**General Office**, 267 State St., Rochester, N. Y.

**Power Station**, Mill & Commercial Sts.

**References.**—Annual meeting, Vol. XVII, Feb. 2, 01, p. 202, parks and pleasure resorts, Vol. XX, Aug., 9, '02, p. 194 (ill.); repair shops, Vol. XXI, Apr. 11, '03, p. 548.

Date of information, Mar., 1903.

**Rochester & Suburban Railway Co.**—Chartered Jan. 30, 1900. This company is the successor by purchase at receiver's sale of the franchises and properties of the Rochester & Irondequoit Railroad Co., which was chartered May 19, 1893, and has also purchased and merged the franchises and properties of the Rochester & Lake Ontario Ry. Co. Annual meeting first Monday in Nov.

**Capital Stock.**—Common stock, authorized and issued, \$70,000.

Preferred stock, authorized and issued, \$350,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds; authorized and issued \$450,000; dated July 1, 1900, due 1930; int. payable Jan. and July.

**Operation.**—The report for 1900 is the combined report of the receiver of the Rochester & Irondequoit R. R. to Dec. 31, 1899, and of the Rochester Suburban Ry. Co. from Jan. 1 to June 30, 1900.

|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers. | \$39,567 | \$16,708 | \$12,963 | \$29,215 | \$37,691 |
| “ other sources.          | 9,479    | 14,584   | 15,179   | 11,490   | 10,830   |
| “ total.                  | 49,046   | 31,292   | 28,142   | 40,705   | 48,521   |
| Operating expenses.       | 23,177   | 15,000   | 11,475   | 18,942   | 24,112   |
| Earnings from operation.  | 25,869   | 16,292   | 16,667   | 21,763   | 24,409   |

Please note date of information at end of each report.

| Deductions from earnings.  | 1898.   | 1899.   | 1900.  | 1901.  | 1902.  |
|----------------------------|---------|---------|--------|--------|--------|
| Interest on bonds.....     | 17,500  | 17,500  | 8,750  |        | 17,100 |
| " " floating debt          | 11,423  | 13,363  | 10,200 | 14,040 |        |
| Taxes.....                 | 1,749   | 3,070   | 2,384  | 2,757  | 3,242  |
| Rental.....                | 1,365   | 1,365   | 2,354  |        |        |
| Miscellaneous.....         |         |         |        | 1,689  | 1,308  |
| Net income.....            | *6,168  | *19,006 | *7,021 | 3,278  | 2,758  |
| Total surplus account..... | *21,401 | *40,407 |        | 5,529  | 8,287  |

\*Deficit.

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 3,072 | \$ 8,209 |
| Transportation expenses.....          | 13,642   | 14,431   |
| Maintenance of way and buildings..... | 493      | 269      |
| " " equipment.....                    | 1,735    | 1,204    |
| Total.....                            | \$18,942 | \$24,112 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1898. | 1899.   | 1900.   | 1901.   | 1902.   |
|----------------------------|---------|---------|---------|---------|
| Passengers carried.....    | 445,569 | 222,684 | 154,948 | 469,330 |
| Car miles run.....         | 145,972 | 64,138  | 23,432  | 118,419 |
| Total rcpts. per car mile. | \$ .336 | \$ .487 | \$ 1.20 | \$ .343 |
| Op. exps. per car mile..   | .158    | .233    | .49     | .159    |

## Balance Sheet.—Dated June 30,

| ASSETS.                        | 1898.       | 1899.       | 1900.      | 1901.      | 1902.      |
|--------------------------------|-------------|-------------|------------|------------|------------|
| Cost of road....               | \$ 459,057  | \$ 459,057  | \$ 768,330 | \$ 824,487 | \$ 881,684 |
| " equip....                    | 38,764      | 38,764      |            |            |            |
| Other permanent investments... | 755,852     | 755,852     | 22,156     | 22,156     |            |
| Cash and current assets.....   | 21,243      | 21,864      | 7,099      | 7,094      | 5,735      |
| Profit and loss (deficit)..... | 21,401      | 40,407      |            |            |            |
| Total.....                     | \$1,296,317 | \$1,315,944 | \$797,585  | \$853,737  | \$887,419  |

## LIABILITIES.

|                                |             |             |            |            |            |
|--------------------------------|-------------|-------------|------------|------------|------------|
| Capital stock....              | \$ 700,000  | \$ 700,000  | \$ 700,000 | \$ 420,000 | \$ 420,000 |
| Funded debt....                | 350,000     | 350,000     |            |            |            |
| Bills payable...               | 7,045       | 3,908       | 13,065     | 10,886     |            |
| Loans.....                     | 221,000     | 236,940     | 353,471    | 412,970    | 438,773    |
| Int. and taxes...              | 15,217      | 25,096      | 6,573      | 4,353      | 7,246      |
| Other liabilities.             | 4,521       | 3,055       | 2,225      |            | 13,113     |
| Profit and loss (surplus)..... |             |             | 2,251      | 5,529      | 8,287      |
| Total.....                     | \$1,296,317 | \$1,315,944 | \$797,585  | \$853,737  | \$887,419  |

**Plant and Equipment.**—Miles of track (electric) owned, 9, leased, 6.42; total, 15.42; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. rail; 26 motor cars and 12 trail cars.

**Officers.**—Pres. George W. Archer, V. Pres. Frederick Cook, Sec. & Gen. Man. Chas. A. Williams, Treas. Frederick P. Allen,

**Directors.**—John N. Beckley, Frederick Cook, W. C. Barry, Bernard Dunn, Frank Upton, Jacob Gerling, Louis Greisheimer, George W. Archer, Wm. Purcell, Geo. Ellwanger, A. Vogt, all of Rochester, N. Y.

**General Office,** 129 Portland Ave., Rochester, N. Y.

Date of information, Sept., 1902.

b

**Rochester, Charlotte & Manitou Railroad Co.**—Chartered Mar. 14, 1895. This company holds a charter for a steam road, and operates a line by electricity during the summer months between Charlotte and Manitou. Annual meeting first Monday in Feb.

**Capital Stock,** authorized, \$100,000, issued, \$97,500.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized, \$82,000, issued, \$81,250; dated Oct. 1, 1895; due 1925; int. payable Dec. 1.

## Operation.—Year ending June 30,

|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers..... | \$11,656 | \$15,451 | \$15,725 | \$16,315 | \$14,256 |
| " " other sources.....        | 28       | 186      | 4,664    | 483      | 172      |
| " " total.....                | 11,684   | 15,637   | 20,389   | 16,798   | 14,428   |
| Operating expenses.....       | 7,416    | 9,364    | 12,010   | 13,783   | 13,477   |
| Earnings from operation.....  | 4,268    | 6,273    | 8,379    | 3,015    | 950      |
| Deductions from earnings.     |          |          |          |          |          |
| Interest.....                 | 4,062    | 4,062    | 4,062    | 4,062    | 4,062    |
| Taxes.....                    | 710      | 832      | 641      | 1,172    | 580      |
| Net deficit.....              | 504      | †1,379   | †3,675   | 2,219    | 3,693    |
| Total deficit account.....    | 2,289    | 909      | †2,766   | †548     | 3,144    |
| † Surplus.                    |          |          |          |          |          |

## Balance Sheet.—Dated June 30,

| ASSETS.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....         | \$177,131 | \$177,201 | \$181,666 | \$178,544 | \$182,935 |
| " " equipment....         | 1,179     | 2,297     |           | 4,420     |           |
| Cash.....                 | 166       | 3,231     | 533       | 212       | 55        |
| Bills receivable, etc..   | 359       | 1,548     | 2,200     | 1,089     | 2,166     |
| Profit and loss (deficit) | 2,289     | 909       |           |           | 3,144     |
| Total.....                | \$181,124 | \$185,186 | \$184,399 | \$184,265 | \$188,300 |
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$97,500  | \$97,500  | \$97,500  | \$97,500  | \$97,500  |
| Funded debt.....          | 81,250    | 81,250    | 81,250    | 81,250    | 81,250    |
| Interest.....             | 2,374     | 6,436     | 2,407     | 2,370     | 6,432     |
| Other liabilities.....    |           |           | 476       | 2,597     | 3,118     |
| Prof. and loss (surp.)... |           |           | 2,766     | 548       |           |
| Total.....                | \$181,124 | \$185,186 | \$184,399 | \$184,265 | \$188,300 |

**Plant and Equipment.**—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 16 passenger cars and 2 freight cars.

**Officers.**—Pres. Michael Doyle, V. Pres. Lewis Warfield, Sec. & Treas. J. M. McGrath, Supt. J. P. McGrath.

**Directors.**—Michael Doyle, Emmett H. Craig, Herman Behns, R. S. Nagle, J. V. Alexander, J. M. McGrath, Rochester, N. Y.; Otto A. Hartman, Rochester, Lewis Warfield, James Buckley, New York City.

**General Office,** 32 White St., Rochester, N. Y.

Date of information, Mar., 1903.

z

**Irondequoit Park Railroad Co.**—Chartered Oct. 18, 1895, as the successor to the Rochester & Glen Haven R. R. Co. Annual meeting second Tuesday in Jan. This company was consolidated with the Rochester & Sodus Bay Ry. on July 1, 1902, forming the Rochester & Sodus Bay Ry. Co.

**Capital Stock,** authorized and issued, \$100,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized, \$50,000, issued, \$40,000; dated June 1, 1896, due 1926; int. payable Jan. and July.

Date of information, Mar., 1903.

z

**The Rochester & Sodus Bay Railway Co.**—This is a consolidation in July 1902, of the Rochester & Sodus Bay Ry. and the Irondequoit Park Railroad Co. and has been leased to the Rochester Ry. Co. for 999 years.

**Capital Stock.**—Common, authorized and issued, \$1,100,000; par value, \$100 per share; preferred, \$750,000, par value \$100 per share.

## Operation.—Year ending June 30,

|                               | †1901.                                | †1902.    |
|-------------------------------|---------------------------------------|-----------|
| Receipts from passengers..... | \$77,624                              | \$107,625 |
| " " other sources.....        | 368                                   | 75        |
| " " total.....                | 77,992                                | 107,700   |
| Expenses of operation.....    | 66,063                                | 79,658    |
| Earnings from operation.....  | 11,929                                | 28,042    |
| Deductions from earnings.     |                                       |           |
| Interest.....                 | 19,060                                | 22,918    |
| Rental of leased line.....    | 1,250                                 | 5,000     |
| Taxes.....                    | 1,182                                 | 3,250     |
| Net income.....               | *9,563                                | *3,126    |
| Surplus.....                  | *9,563                                |           |
| Total surplus.....            | *9,200                                | *27,722   |
| *Deficit.                     | † Report of Rochester & Sodus Bay Ry. |           |

## OPERATING EXPENSES.

| Year ending June 30,                   | 1901.    | 1902.    |
|----------------------------------------|----------|----------|
| General expenses.....                  | \$11,877 | \$13,365 |
| Transportation expenses.....           | 39,204   | 47,006   |
| Maintenance of ways and buildings..... | 7,361    | 9,776    |
| " " equipment.....                     | 7,621    | 9,512    |
| Total.....                             | \$66,063 | \$79,658 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,             | 1901.   | 1902.   |
|----------------------------------|---------|---------|
| Passengers carried.....          | 413,071 | 842,918 |
| Transfers.....                   |         | 53,220  |
| Car mileage.....                 | 343,491 | 409,681 |
| Total receipts per car mile..... | \$ .226 | \$ .263 |
| " " expenses per car mile.....   | .192    | .194    |

## Balance Sheet.—Dated June 30,

| ASSETS.                        | 1901.       | 1902.       |
|--------------------------------|-------------|-------------|
| Construct. and equip.....      | \$1,706,200 | \$1,718,336 |
| Stocks and bonds.....          | 70,000      | 70,000      |
| Cash.....                      | 5,569       | 1,051       |
| Other assets.....              | 7,716       | 5,354       |
| Profit and loss (deficit)..... | 9,200       |             |
| Total.....                     | \$1,798,686 | \$1,794,741 |

Please note date of information at end of each report.

| LIABILITIES.                   | 1901.       | 1902.       |
|--------------------------------|-------------|-------------|
| Capital stock.....             | \$1,000,000 | \$1,750,000 |
| Int. due and accrued.....      | 19,060      | 465         |
| Rentals.....                   | 1,250       | 5,000       |
| Loans.....                     | 763,028     | 5,870       |
| Accounts payable.....          | 14,863      | 5,588       |
| Other liabilities.....         | 485         | 95          |
| Profit and loss (surplus)..... |             | 27,722      |
| Total.....                     | \$1,798,686 | \$1,794,741 |

**Plant and Equipment.**—Miles of track (electric), 38; gauge, 4 ft. 8½ in.; 60 lb. T rail; passenger equip. 19 motor cars, freight equip. 4 motor (freight 7, flat 3), box cars; 1300 H. P. station plant; 2-300 K. W. Gen. Elec. 3 phase generators; Gen. Elec. motors; Jackson & Sharp and Stephenson cars; Taylor and Dupont trucks.

**Officers.**—Pres. T. J. Nicholl, V. Pres. Benj. Strong, Sec. G. G. Morehouse, Treas. John H. Gregory, Supt. E. J. Wilcoxon.

**Directors.**—T. J. Nicholl, Fred. Cook, Rochester, C. T. Chapin, Rochester, C. M. Clark, Phila., Geo. G. Morehouse, Rochester; C. C. Cuyler, Arthur G. Hadenpyl, Benjamin Strong, New York City; T. DeWitt Cuyler, Philadelphia.

**General Offices,** 267 State St. and East Main St., Rochester, N. Y.

**Reference.**—Description of road, Vol. XVI, Sept. 29, '00, p. 895.

**Date of information,** Mar., 1903.

**Buffalo, Niagara Falls & Rochester Railway Co.**—This company was organized in Jan., 1901, to construct an electric railway from Buffalo, Niagara Falls and Lockport to Rochester, 120 miles in length. It is proposed to build largely on private rights of way and along the Ridge Road from Lockport to Rochester, subject to the granting of a franchise by the R. R. Commissioners. The line will parallel the New York Central R. R. but will be about four miles north of that line.

**Capital Stock,** authorized, \$3,500,000.

**Officers.**—Pres. Allen C. Beach, 1st V. Pres. Charles S. Baker, 2d V. Pres. Joseph C. Tone, Sec. George Moss, Treas. George L. Brown, Ch. Engr. W. C. Gray, Rochester, N. Y.

**Directors.**—Allen C. Beach, Watertown; William H. Gillette, Charlotte; Charles S. Baker, George Moss, George L. Brown, Milton Clark, George A. Brooks, Henry D. Quinby, William C. Gray, Rochester.

**General Office,** Rochester, N. Y.

**Reference.**—Description of road (brief), Vol. XVII, Feb. 23, '01, p. 240 (map).

**Date of information,** Feb., 1902.

**Rochester & Eastern Rapid Railway Co.**—This company is building 45 miles of electric railway.

**Officers.**—Pres. W. B. Comstock, Alpena, Mich.; V. Pres. A. L. Parker, Detroit, Mich.; Sec. W. A. Comstock, Canandaigua, N. Y.; Treas. Henry A. Haigh, Detroit, Mich.; Ch. Engr. F. W. Walker, Canandaigua, N. Y.

**General Office,** Canandaigua, N. Y.

**Date of information,** Mar., 1903.

**Rochester, Syracuse & Eastern Railroad Co.**—This road is in course of construction.

**Capital Stock,** \$3,500,000.

**Officers.**—Pres. L. C. Smith, Syracuse, N. Y., V. Pres's. F. W. Roebbing, Trenton, N. J.; W. A. Holden, Syracuse, N. Y., Sec. C. A. Lux, Clyde, N. Y.; Treas. A. K. Hiscock, Syracuse, N. Y.; Gen. Man. C. D. Beebe, Syracuse, N. Y.; Ch. Engr. J. H. Mather, Syracuse, N. Y. Elec. R. A. Dyer, Jr., Auburn, N. Y.

**Directors.**—Lyman C. Smith, Wm. Nottingham, H. S. Holden, A. K. Hiscock, F. C. Soule, A. E. Nettleton, F. W. Roebbing, W. A. Holden, C. A. Lux, C. W. Seaman, C. D. Beebe.

**General Office,** Syracuse, N. Y.

**Date of information,** Mar., 1902.

## ROCKAWAY.

Population in 1890, 1,502.

**Ocean Electric Railway Co.**—Chartered Apr. 28, 1897. This company purchased on Sept. 19, 1898, all rights and titles of the Rockaway Village R. R. Co., which was chartered Mar. 18, 1886. Annual meeting first Wednesday in May.

**CAPITAL STOCK,** authorized, \$50,000, issued, \$35,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$20,000; dated Apr. 1, 1898, due 1918; int. payable Apr. and Oct.

**OPERATION.**—The following is the operating report of the Rockaway Village R. R. Co., for the years ending June 30, 1898, and the combined operation of both companies in 1899 and years succeeding.

|                              | 1898.  | 1899.   | 1900.  | 1901.   | 1902.   |
|------------------------------|--------|---------|--------|---------|---------|
| Gross receipts.....          | \$ 250 | \$1,542 | \$ 521 | \$5,363 | \$5,560 |
| Operating expenses.....      | 138    | 2,598   | 2,723  | 3,728   | 4,951   |
| Earnings from operation..... | 112    | *1,056  | *2,202 | 1,634   | 609     |
| Deductions from earnings.    |        |         |        |         |         |
| Interest on bonds.....       | 1,250  | 1,250   | 1,000  | 1,000   | 1,000   |
| Taxes.....                   | 105    | 9       | 147    | 244     | 304     |
| Other deductions.....        |        | *500    |        |         |         |
| Deficit.....                 | 1,243  | 2,815   | 3,349  | †390    | 695     |
| Total deficit.....           | 11,375 | 2,815   | 6,511  | 6,122   | 6,816   |
| † Surplus.                   |        |         |        |         |         |

\*During 1899, \$500 was charged off on profit and loss account.

### OPERATING EXPENSES.

| Year ending June 30,                  | 1901.   | 1902.   |
|---------------------------------------|---------|---------|
| General expenses.....                 | \$ 234  | \$1,075 |
| Transportation expenses.....          | 2,214   | 2,246   |
| Maintenance of way and buildings..... | 973     | 1,529   |
| “ “ equipment.....                    | 307     | 102     |
| Total.....                            | \$3,728 | \$4,951 |

### STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |         |
|--------------------------------------|---------|
| Passengers carried.....              | 109,180 |
| Car miles run.....                   | 16,252  |
| Total receipts per car mile.....     | \$ .342 |
| Operating expenses per car mile..... | .305    |

| BALANCE SHEET.—Dated June 30,  |          |          |          |          |          |
|--------------------------------|----------|----------|----------|----------|----------|
| ASSETS.                        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road.....              | \$49,724 |          |          |          |          |
| “ equipment.....               | 909      | \$57,074 | \$75,390 | \$76,118 | \$75,432 |
| Cash assets.....               | 14       | 58       | 500      |          | 662      |
| Other assets.....              |          |          |          | 229      |          |
| Profit and loss (deficit)..... | 11,375   | 2,815    | 6,511    | 6,122    | 6,817    |
| Total.....                     | \$62,022 | \$59,947 | \$82,401 | \$82,469 | \$82,850 |

| LIABILITIES.           |          |          |          |          |          |
|------------------------|----------|----------|----------|----------|----------|
| Capital stock.....     | \$25,000 | \$35,000 | \$35,000 | \$35,000 | \$35,000 |
| Funded debt.....       | 25,000   | 20,000   | 20,000   | 20,000   | 20,000   |
| Other liabilities..... | 12,022   | 4,947    | 27,401   | 27,469   | 27,850   |
| Total.....             | \$62,022 | \$59,947 | \$82,401 | \$82,469 | \$82,850 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 1.04; gauge, 4 ft. 8½ in.; 52 lb. to 85 lb. rail; 2 motor cars and 3 trail cars.

**OFFICERS.**—Pres. W. H. Baldwin, Jr., Sec. & Treas. Frank E. Hafl.

**DIRECTORS.**—W. H. Baldwin, Jr., W. J. Kelly, A. B. Bierck, W. F. Brown, A. T. Beiter, J. F. Keany, Brooklyn; F. E. Hafl, Long Island City; Fred C. Scudder, Babylon, N. Y.; W. T. Potter, Flushing, N. Y.

**SECRETARY AND TREASURER'S OFFICE,** 128 Broadway, New York City.

**Date of information,** Sept., 1902.

b

## ROME.

Population in 1880, 12,194, in 1890, 14,991, in 1900, 15,343.

**Rome City Street Railway Co.**—Chartered Dec. 22, 1885. Annual meeting third Wednesday in Apr. In Apr., 1899, this property was sold to a syndicate, which has rebuilt the road and now operates it by compressed air motors.

**CAPITAL STOCK,** authorized and issued, \$150,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$200,000, issued, \$123,500; dated Apr. 1, 1900, due 1950; denom. \$1,000; int. payable Apr. and Oct., at office of Trust Co. of America, New York, trustee of mortgage.

| OPERATION.—Year ending June 30, |         |         |         |         |         |
|---------------------------------|---------|---------|---------|---------|---------|
|                                 | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
| Receipts from passengers.....   | \$4,986 | \$5,439 | \$4,696 | \$6,748 | \$9,678 |
| “ other sources.....            | 238     | 16      | 26      | 681     | 341     |
| “ total.....                    | 4,817   | 5,455   | 4,722   | 7,429   | 10,019  |
| Operating expenses.....         | 5,800   | 8,364   | 6,058   | 12,494  | 20,974  |
| Earnings from operation.....    | *576    | *2,909  | *1,336  | *5,065  | *10,955 |
| Deductions from earnings.       |         |         |         |         |         |
| Interest on bonds.....          |         |         |         | 4,862   | 6,175   |
| “ floating debt.....            | 9       | 97      |         |         | 515     |
| Taxes.....                      | 131     | 194     | 169     | 512     | 673     |
| Net income.....                 | *716    | *3,200  | *1,505  | *309    | *18,318 |
| Total deficit.....              | 1,698   | 4,898   | 6,403   | 11,945  | 30,263  |
| *Deficit.                       |         |         |         |         |         |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending June 30,        | 1898.   | 1899.   | 1900.  | 1901.   | 1902.   |
|-----------------------------|---------|---------|--------|---------|---------|
| Passengers carried.....     | 100,000 | 110,000 | 93,912 | 134,954 | 205,951 |
| Transfers.....              |         |         |        | 9,759   |         |
| Car miles run.....          | 56,812  | 63,259  | 53,793 | 35,724  | 85,742  |
| Total receipts per car mile | \$.092  | \$.086  | \$.087 | \$.207  | \$.117  |
| Op. ex. per car mile.....   | .102    | .132    | .112   | .350    | .245    |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                       | 1898.    | 1899.    | 1900.     | 1901.     | 1902.     |
|-------------------------------|----------|----------|-----------|-----------|-----------|
| Cost of road and equip....    | \$50,000 | \$50,000 | \$175,000 | \$277,205 | \$280,093 |
| Cash assets.....              | 648      | 361      | 186       | 13,323    | 832       |
| Other assets.....             | 648      | 361      | 186       | 13,323    | 6,936     |
| Profit and loss (deficit).... | 1,698    | 4,898    | 1,505     | 11,945    | 30,263    |
| Total.....                    | \$52,346 | \$55,259 | \$176,691 | \$302,473 | \$318,125 |

## LIABILITIES.

|                        |          |          |           |           |           |
|------------------------|----------|----------|-----------|-----------|-----------|
| Capital stock.....     | \$50,000 | \$50,000 | \$50,000  | \$150,000 | \$150,000 |
| Funded debt.....       |          |          | 25,000    | 123,500   | 123,500   |
| Interest.....          |          |          |           | 4,862     | 11,037    |
| Loans.....             |          |          |           | 22,000    | 27,100    |
| Bills payable.....     | 1,000    | 5,259    | 1,691     | 2,111     |           |
| Other liabilities..... | 1,346    |          |           |           | 6,488     |
| Total.....             | \$52,346 | \$55,259 | \$176,691 | \$302,473 | \$318,125 |

PLANT AND EQUIPMENT.—Miles of track (cars operated by compressed air), 6.75; gauge, 4 ft. 8½ in.; 38½ to 60 lb. rails; 8 motor cars.

OFFICERS.—Pres. H. Monkhouse, Sec. & Treas. Arthur L. Dale, Supt. C. M. Williams.

DIRECTORS.—John S. Wardwell, A. C. Kessinger, Wm. R. Huntington, Thomas H. Stryker, Jno. D. McMahon, H. Monkhouse, Edw. Comstock, all of Rome, N. Y.

GENERAL OFFICE, 115 John St., Rome, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Sept., 1902.

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## SCHENECTADY.

Population in 1880, 13,655, in 1890, 19,902, in 1900, 31,682.

Schenectady Railway Co.—Chartered 1886. This is a reorganization of the Schenectady Street Ry. Co., which went into the hands of a receiver in 1893. The reorganized company commenced business on Feb. 17, 1895, without floating debt. It operates the entire street railway, electric light and power plant in the city.

CAPITAL STOCK, authorized and issued, \$600,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 4½ p. c. gold bonds, authorized, \$2,000,000, issued, \$2,000,000, coupon, but may be registered; dated Sept. 1, 1901, due 1941; denom. \$1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York, trustee of mortgage.

In Mar., 1903, it was announced that an additional issue of \$7,000,000, 4½ p. c. bonds would be issued, for the purpose of extending the companies lines to Amsterdam and other places, as well as for improvements to the system. These bonds will run for fifty years, with the privilege of earlier retirement, and will be issued on the basis of 75 p. c. of the actual cost of the extension and betterment, with a further provision that the earnings of the company shall be double the annual interest on the amount issued.

## OPERATION.—Year ending June 30,

|                                  | 1898.    | 1899.    | 1900.    | 1901.     | 1902.     |
|----------------------------------|----------|----------|----------|-----------|-----------|
| Receipts from passengers.....    | \$30,189 | \$33,454 | \$76,496 | \$170,012 | \$292,129 |
| " power plant....                |          |          |          |           | 57,796    |
| " other sources....              | 24,178   | 22,232   | 33,886   | 45,949    | 982       |
| " total.....                     | 57,632   | 64,349   | 110,382  | 215,962   | 350,907   |
| Operating expenses.....          | 31,642   | 44,556   | 51,930   | 100,357   | 222,235   |
| Earnings from operation..        | 25,990   | 19,793   | 58,452   | 115,605   | 128,672   |
| Deductions from earnings         |          |          |          |           |           |
| Taxes.....                       | 1,425    | 1,418    | 5,713    | 6,143     | 3,014     |
| Interest.....                    | 11,150   | 11,150   | 15,000   | 23,250    | 54,759    |
| Park expense.....                | 2,145    | 2,100    |          |           |           |
| Net income.....                  | 11,270   | 5,125    | 37,739   | 86,220    | 70,898    |
| Total surplus account.....       | 118,660  | 120,741  |          |           | 17,198    |
| P. c. op. exps. to total recpts. |          |          | 47.0     | 46.5      | 63.3      |

## OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$4,965   |
| Transportation expenses.....           | 110,671   |
| Maintenance of way and structures..... | 35,247    |
| " " equipment.....                     | 31,352    |
| Total.....                             | \$222,235 |

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31,                 | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 3,129,659 | 4,057,875 |
| Transfers.....                       |           | 479,074   |
| Car miles run.....                   | 655,730   | 1,129,041 |
| Total receipts per car mile.....     | \$.329    | \$.311    |
| Operating expenses per car mile..... | .153      | .197      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                                        | 1898.     | 1899.     | 1900.     | 1901.       | 1902.       |
|------------------------------------------------|-----------|-----------|-----------|-------------|-------------|
| Cost of road, equip., light & power plant..... | \$457,644 | \$457,651 | \$507,286 | \$1,712,606 | \$2,245,332 |
| Stocks in treasury....                         | 179,767   | 79,700    | 180,000   |             | 3,455       |
| Cash.....                                      | 2,661     | 4,540     | 7,691     | 48,453      | 65,066      |
| Open accounts.....                             | 3,956     | 3,956     | 10,697    |             | 19,849      |
| Material and supplies                          | 4,120     | 3,430     | 3,397     | 5,830       | 44,630      |
| Bills and accts. receiv..                      |           |           |           | 25,522      |             |
| Other assets.....                              | 1,684     | 6,902     | 1,120     | 1,178       | 3,313       |
| Total.....                                     | \$649,142 | \$556,149 | \$707,294 | \$1,793,588 | \$2,381,646 |

## LIABILITIES.

|                           |           |           |           |             |             |
|---------------------------|-----------|-----------|-----------|-------------|-------------|
| Capital stock.....        | \$300,000 | \$300,000 | \$199,933 | \$600,000   | \$600,000   |
| Funded debt.....          | 222,994   | 223,000   | 300,000   | 1,050,000   | 1,050,000   |
| Interest.....             |           | 5,575     |           |             | 15,750      |
| Loans.....                | 3,500     | 3,500     |           |             | 474,319     |
| Accounts payable....      | 3,002     | 3,400     | 93,908    | 41,618      | 221,692     |
| Other liabilities.....    | 985       | 2,197     | 15,750    |             | 2,687       |
| Profit and loss (surp.).. | 118,661   | 120,741   | 11,189    | 86,220      | 17,198      |
| Total.....                | \$649,142 | \$556,149 | \$707,294 | \$1,793,588 | \$2,381,646 |

PLANT AND EQUIPMENT.—Miles of track (electric), about 70; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. rail; 98 motor cars, 15 other cars, 7 snow plows, 1 sweeper; West. engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, Gilbert, Brill, St. Louis, Laconia, Jones and Stephenson cars, Brill, Taylor, Stephenson & St. Louis trucks.

OFFICERS.—Pres. Hinsdill Parsons, Gen. Man. E. F. Peck, Sec. & Treas. Jas. O. Carr, Supt. Frederick Smith, Pur. Agt. J. H. Aitken, Ch. Engr. C. C. Lewis.

DIRECTORS.—Hinsdill Parsons, R. H. Fraser, E. W. Rice, Jr., G. E. Emmons, F. O. Blackwell, H. C. Wirt, J. R. Lovejoy, A. L. Rohrer, W. L. K. Emmett.

GENERAL OFFICE, 420 State St., Schenectady, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903.

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## SEA CLIFF.

Sea Cliff Inclined Cable Railway Co.—Chartered Nov. 27, 1885. Annual meeting Sept. 27. This is an inclined cable railway, running from the shore and wharf at Sea Cliff to the top of the bluff. It is operated only in summer.

CAPITAL STOCK, authorized, \$10,000, issued, \$9,500; par value, \$10 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, \$2,000; dated Feb. 6, 1888; int. payable Feb. 6 and Aug. 6.

## OPERATION.—Year ending June 30,

|                             | 1897. | 1898. | 1899.   | 1900. | 1901.   | 1902.   |
|-----------------------------|-------|-------|---------|-------|---------|---------|
| Gross receipts.....         | \$946 | \$874 | \$1,107 | \$947 | \$1,027 | \$1,238 |
| Operating expenses.....     | 680   | 846   | 735     | 1,082 | 800     | 803     |
| Earnings from operation.... | 266   | 28    | 372     | *135  | 227     | 435     |
| Deductions from earnings.   |       |       |         |       |         |         |
| Taxes.....                  | 152   | 155   | 170     | 158   | 143     | 143     |
| Interest.....               | 80    | 80    | 80      | 80    | 80      | 80      |
| Net income.....             | 34    | *207  | 122     | *373  | 4       | 212     |
| Total surplus account.....  | 7     | *200  | *77     | *450  | *446    | *234    |
| *Deficit.                   |       |       |         |       |         |         |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Cost of road.....            | \$7,480  | \$7,480  | \$7,480  | \$11,980 | \$11,980 |
| Cost of equipment.....       | 4,500    | 4,500    | 4,500    |          |          |
| Profit and loss (deficit)... | 200      | 77       | 450      | 446      | 234      |
| Total.....                   | \$12,180 | \$12,057 | \$12,430 | \$12,426 | \$12,214 |

## LIABILITIES.

|                        |          |          |          |          |          |
|------------------------|----------|----------|----------|----------|----------|
| Capital stock.....     | \$9,500  | \$9,500  | \$9,500  | \$9,500  | \$9,500  |
| Funded debt.....       | 2,000    | 2,000    | 2,000    | 2,000    | 2,000    |
| Interest.....          | 73       | 80       | 80       | 80       |          |
| Open accounts.....     | 607      | 477      | 850      |          |          |
| Other liabilities..... |          |          |          | 846      | 714      |
| Total.....             | \$12,180 | \$12,057 | \$12,430 | \$12,426 | \$12,214 |

PLANT AND EQUIPMENT.—Length of track (cable), 956 ft.; 2 cable cars.

OFFICERS.—Pres. F. D. Peet, Sec. & Treas. A. C. Dailey.

Please note date of information at end of each report.

**DIRECTORS.**—Edw. Cromwell, Glen Cove, L. I.; J. M. Oldrin, F. D. Peet, A. C. Dailey, Sea Cliff, L. I.

**GENERAL OFFICE,** Sea Cliff Hotel, Sea Cliff, L. I.

**Date of information,** Sept., 1902.

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**The Nassau County Railway Co.**—Chartered Mar. 11, 1899, to build an electric railway from Sea Cliff Station to Sea Cliff Village a distance of 1.55 miles. This road commenced operation July 2, 1902.

**CAPITAL STOCK,** authorized, \$50,000, issued, \$35,000.

**FUNDED DEBT.**—None.

**OFFICERS.**—Pres. W. H. Baldwin, Jr., Sec. & Treas. Frank E. Hafl.

**DIRECTORS.**—Wm. F. Brown, Jos. F. Keany, Fred. C. Scudder, W. H. Baldwin, Jr., Frank E. Hafl, Geo. A. Hamilton, Wm. J. Howson, Matthew J. Keany, W. F. Potter.

**SECRETARY'S OFFICE,** 128 Broadway, New York.

**Date of information,** Mar., 1903.

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## STATEN ISLAND.

Population in 1880, 38,991, in 1890, 51,693, in 1900, 67,021.

**Richmond Light & Railroad Co.**—This company is a reorganization of the Staten Island Electric Railroad Co., which was chartered Dec. 11, 1894, as a successor to the Staten Island Belt Line R. R. Co. Annual meeting second Tuesday in December. In Feb., 1902, this road was placed in the hands of a receiver, and property was sold at public auction on Aug. 6, 1902, to the Committee on Reorganization, and a deed of conveyance has since been made to the above company, which took possession of the property on Sept. 1, 1902.

**CAPITAL STOCK,** authorized and issued, \$3,000,000.

**FUNDED DEBT.**—First mortgage and collateral trust 4 p. c. gold coupon bonds, authorized \$2,500,000, issued, \$2,200,000; in treasury, \$300,000, dated July 1, 1902, due 1952, denom. \$1,000; int. payable June and Dec., at office of Guaranty Trust Co., of New York, trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                              | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers.... | \$204,518 | \$203,342 | \$213,158 | \$217,948 |
| " " other sources..          | 584       | 707       | 905       | 1,170     |
| " " total.....               | 205,102   | 204,049   | 214,063   | 219,118   |
| Operating expenses.....      | 145,434   | 156,273   | 147,756   | 160,508   |
| Earnings from operation..... | 59,668    | 47,776    | 66,307    | 58,610    |
| Deduction from earnings.     |           |           |           |           |
| Interest.....                | 100,000   | 100,000   | 100,000   | 100,000   |
| Taxes.....                   | 8,372     | 9,779     | 2,348     | 2,774     |
| Net income.....              | *48,703   | *62,203   | *36,041   | *44,163   |
| To surplus account.....      | *48,703   |           | *36,041   |           |
| Total surplus.....           | *93,212   | *155,215  | *191,256  | *235,419  |
| *Deficit.                    |           |           |           |           |

### OPERATING EXPENSES.

| Year ending June 30,                  | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------------|-----------|-----------|-----------|-----------|
| General expenses.....                 | \$ 18,848 | \$ 23,192 | \$ 29,173 | \$ 22,658 |
| Transportation expenses....           | 99,241    | 99,729    | 95,911    | 102,827   |
| Maintenance of way and buildings..... | 16,045    | 18,238    | 11,323    | 21,186    |
| Maintenance of equipment..            | 11,300    | 15,114    | 11,349    | 13,836    |
| Total.....                            | \$145,434 | \$156,273 | \$147,756 | 160,508   |

### STATISTICS OF TRAFFIC.

| Year ending June 30,                | 1900.     | 1901.     | 1902.     |
|-------------------------------------|-----------|-----------|-----------|
| Revenue passengers carried.....     | 4,066,850 | 4,263,173 | 4,349,459 |
| Transfer " ".....                   | 325,140   | 403,890   | 432,823   |
| Car miles run.....                  | 1,251,334 | 1,218,779 | 1,123,615 |
| Gross receipts per car mile.....    | \$.163    | \$.174    | \$.196    |
| Operating expenses per car mile.... | .125      | .121      | .143      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                      | 1899.       | 1900.       | 1901.       | 1902.     |
|------------------------------|-------------|-------------|-------------|-----------|
| Cost of road.....            | \$3,149,604 | \$3,201,330 | \$3,211,711 | 3,213,223 |
| " equipment.....             |             |             |             |           |
| Other permanent invest.      | 260,000     | 260,000     | 260,000     | 260,000   |
| Cash and current assets.     | 42,056      | 74,995      | 127,275     | 184,641   |
| Profit and loss (deficit)... | 93,212      | 155,215     | 191,256     | 235,419   |

Total..... \$3,544,872 \$3,691,540 \$3,790,242 \$3,893,283

### LIABILITIES.

|                             |             |             |             |             |
|-----------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....          | \$1,250,000 | \$1,250,000 | \$1,250,000 | \$1,250,000 |
| Funded debt.....            | 2,000,000   | 2,000,000   | 2,000,000   | 2,000,000   |
| Accrued interest.....       | 116,667     | 166,567     | 265,842     | 365,842     |
| Bills and accts. payable... | 178,205     | 274,973     | 274,400     | 577,441     |

Total..... \$3,544,872 \$3,691,540 \$3,790,242 \$3,893,283

**PLANT AND EQUIPMENT.**—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 109 motor cars; 3,000 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

**OFFICERS.**—Pres. H. H. Rogers, 1st V. Pres. John Greenough, 2nd V. Pres. & Gen. Man. S. F. Hazelrigg, Sec. & Treas. Chas. L. Spier, Audr. T. B. Bradley, Supt. Trans. R. O. Carnahan, Supt. Maint. Jas. H. Sims.

**DIRECTORS.**—H. H. Rogers, Wm. L. Bull, R. S. Hayes, John Greenough, Walter G. Oakman.

**GENERAL OFFICE,** Jay St., New Brighton, S. I.

**POWER STATION,** Livingston, S. I.

**Date of information,** Mar., 1903.

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**Staten Island Midland Railroad Co.**—Chartered Dec. 1, 1890 for 93 years. Annual meeting second Monday in Jan. This road is a consolidation of the West Brighton and Stapleton branches of the Staten Island Midland R. R. Co. and the Prohibition Park Electric R. R. Co. The motive power has been changed to electricity, and the road extended to St. George, to Richmond, to Midland Beach, and Bergen Point Ferry. This company operates the lines of the Staten Island Traction Co.

**CAPITAL STOCK,** authorized and issued, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated Jan. 2, 1896, due 1926; denom. \$1,000; int. payable Jan. and July at 26 Broadway, N. Y. City; Farmers' Loan & Trust Co., of New York, trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                              | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers.... | \$133,777 | \$137,157 | \$143,495 | \$136,889 |
| " " other sources..          | 1,871     | 2,188     | 1,319     | 1,025     |
| " " total.....               | 135,648   | 139,345   | 144,814   | 137,914   |
| Operating expenses.....      | 101,466   | 86,948    | 91,064    | 88,242    |
| Earnings from operation..... | 34,182    | 52,397    | 53,750    | 49,672    |
| Deductions from earnings.    |           |           |           |           |
| Interest.....                | 50,000    | 55,563    | 61,687    | 59,778    |
| Taxes.....                   | 1,207     | 3,179     | 12,084    | 3,748     |
| Net income.....              | *17,025   | *6,345    | *20,021   | *13,854   |
| To surplus account.....      | *17,025   |           |           |           |
| Total surplus account.....   | *42,206   | *49,318   | *70,103   | *87,737   |
| *Deficit.                    |           |           |           |           |

### OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$22,528 |
| Transportation expenses.....           | 47,986   |
| Maintenance of way and structures..... | 6,341    |
| " " equipment.....                     | 11,386   |
| Total.....                             | \$88,242 |

### STATISTICS OF TRAFFIC.

| Year ending June 30,         | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|
| Revenue pass. carried....    | 2,750,608 | 2,806,006 | 3,287,954 | 2,718,972 |
| Transfer " ".....            | 930,586   | 311,969   | 394,821   | 360,651   |
| Car miles run.....           | 1,112,414 | 961,610   | 1,024,411 | 897,118   |
| Total receipts per car mile. | \$.1339   | \$.1449   | \$.1404   | \$.154    |
| Oper. exps. per car mile..   | .1002     | .0904     | .0888     | .098      |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                       | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip....    | \$2,000,489 | \$2,018,007 | \$2,004,506 | \$2,014,749 |
| Cash.....                     |             |             |             | 1,598       |
| Open accounts.....            | 154,261     | 155,003     | 152,728     | 157,856     |
| Bills receivable.....         | 409         | 1,583       | 1,057       |             |
| Material and supplies....     | 5,085       | 2,957       | 3,510       | 4,025       |
| Other assets.....             |             |             |             | 652         |
| Profit and loss (deficit).... | 42,206      | 49,318      | 70,103      | 87,737      |
| Total.....                    | \$2,202,450 | \$2,226,868 | \$2,231,904 | \$2,266,617 |

### LIABILITIES.

|                       |             |             |             |             |
|-----------------------|-------------|-------------|-------------|-------------|
| Capital stock.....    | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....      | 1,000,000   | 1,000,000   | 1,000,000   | 1,000,000   |
| Accounts payable..... | 202,450     | 173,507     | 153,292     | 137,933     |
| Bills payable.....    |             | 53,361      | 53,612      | 51,897      |
| Sundries.....         |             |             |             | 1,786       |
| Interest.....         |             |             | 25,000      | 75,000      |

Total..... \$2,202,450 \$2,226,868 \$2,231,904 \$2,266,617

**PLANT AND EQUIPMENT.**—Miles of track (electric), 27.5; gauge, 4 ft. 8½ in.; 65 lb. and 70 lb. girder and T rail; 68 motor cars; 1,350 H. P. station plant; Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Chas. L. Spier, V. Pres. & Gen. Man. S. F. Hazelrigg, Sec. & Treas. H. H. Rogers, Jr., Asst. Sec. & Asst. Treas. J. E. Phillips, Supt. Maint. J. H. Sims, Supt. Trans. R. O. Carnahan, Ch. Engr. F. O. Malley.

Please note date of information at end of each report.

**DIRECTORS.**—Chas. L. Spier, H. H. Rogers, 26 Broadway, New York, S. F. Hazelrigg, New Brighton, N. Y.; A. G. Paine, Alfred Lauterbach, U. H. Broughton, A. G. Paine, Jr., New York.

**GENERAL OFFICE,** Concord, S. I.

Date of information, Mar., 1903.

**Southfield Beach Railroad Co.**—Chartered Aug. 19, 1899, for 99 years. Annual meeting first Tuesday in Jan.

**CAPITAL STOCK,** authorized and issued, \$250,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized, \$150,000, issued, \$21,000; dated May 1, 1901, due 1951; int. payable May and Nov.

**BALANCE SHEET.**—Dated June 30, 1902.

| Assets.                      |                  | Liabilities.          |                  |
|------------------------------|------------------|-----------------------|------------------|
| Cost of road and equip....   | \$302,521        | Capital stock.....    | \$250,000        |
| Cash.....                    | 948              | Funded debt.....      | 21,000           |
| Open accounts.....           | 18,900           | Interest.....         | 1,225            |
| Profit and loss (deficit)... | 184              | Accounts payable..... | 328              |
|                              |                  | Bills payable.....    | 50,000           |
| <b>Total.....</b>            | <b>\$322,553</b> | <b>Total.....</b>     | <b>\$322,553</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 70 lb. rail; cars included in Staten Island Elec. report.

**OFFICERS.**—Pres. S. F. Hazelrigg, Sec. & Treas. J. E. Phillips.

**DIRECTORS.**—S. F. Hazelrigg, Chas. L. Spier, H. H. Rogers, Jr. Albert Renaud, M. L. Ryan.

**GENERAL OFFICE,** St. George, New Brighton, N. Y.

Date of information, Mar., 1903.

## SYRACUSE.

Population in 1880, 51,792, in 1890, 88,143, in 1900, 108,374.

**Syracuse Rapid Transit Railway Co.**—Chartered May 21, 1896. Annual meeting second Tuesday in December. This company is a consolidation of the Syracuse Street R. R. Co., the Syracuse Consolidated Street Ry. Co. and the People's R. R. Co., which was formerly leased to the Syracuse Street R. R. Co. On June 1, 1899, this company leased the properties of the East Side Traction Co., for the term of 99 years at a rental of \$12,500 per year. These properties have been thoroughly rebuilt, and new equipment added. The company also owns the stock of the East Side Traction Co.

**Capital Stock.**—Common stock, authorized and issued, \$2,750,000.

**Preferred stock,** 6 p. c. non-cumulative, authorized and issued, \$1,250,000.

**Funded Debt.**—Total authorized, \$4,000,000, as follows: First mortgage 5 p. c. gold bonds, authorized, \$3,250,000, issued, \$2,500,000, in escrow, \$750,000; coupon, but may be registered; dated Mar. 1, 1896, due 1946; denom. \$1,000; int. payable Mar. and Sept., at office of Guaranty Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. gold coupon bonds, authorized, \$750,000, issued, \$586,000; dated Jan. 1, 1900; due 1930; denom. \$1,000; int. payable Jan. & July, at office of Savings & Trust Co., Cleveland, O.

People's R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$750,000, dated Jan. 1, 1891, due 1921; int. payable Jan. and July, at Merchants' National Bank, Syracuse, N. Y.

**Operation.**—This report is for the consolidated properties for the years ending June 30, preceding 1900 and includes the operation of the East Side Traction Co., from Oct. 1, 1899, to June 30, 1900 and thereafter.

|                              | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Recpts from passengers.....  | \$451,952 | \$481,522 | \$548,175 | \$615,162 | \$687,195 |
| " other sources.....         | 8,660     | 3,880     | 4,228     | 6,137     | 6,089     |
| " total.....                 | 460,612   | 485,402   | 552,403   | 621,299   | 693,284   |
| Operating expenses.....      | 251,314   | 286,985   | 319,135   | 340,830   | 384,265   |
| Earnings from operation..... | 208,298   | 198,417   | 233,268   | 280,469   | 309,019   |
| Deductions from earnings.    |           |           |           |           |           |
| Interest.....                | 162,500   | 171,194   | 184,352   | 187,418   | 191,746   |
| Taxes.....                   | 14,256    | 19,825    | 22,688    | 24,000    | 24,000    |
| Rentals.....                 |           |           | 9,375     | 12,500    | 12,500    |
| Net income.....              | 32,542    | 7,398     | 16,852    | 56,550    | 80,773    |
| Total surplus account.....   | 48,376    | *28,340   | 36,375    | 20,895    | 99,919    |

\* \$27,434 was charged off profit and loss account for loss on operation of East Side railway.

### OPERATING EXPENSES.

| Year ending June 30,             | 1899.            | 1900.            | 1901.            | 1902.            |
|----------------------------------|------------------|------------------|------------------|------------------|
| General expenses.....            | \$ 48,933        | \$ 51,477        | \$ 62,983        | \$ 77,436        |
| Transportation expenses.....     | 167,459          | 196,185          | 212,585          | 236,657          |
| Main. of way and structures..... | 28,299           | 26,518           | 13,232           | 21,276           |
| " " equipment.....               | 42,294           | 44,955           | 52,031           | 48,896           |
| <b>Total.....</b>                | <b>\$286,985</b> | <b>\$319,135</b> | <b>\$340,830</b> | <b>\$384,265</b> |

### STATISTICS OF TRAFFIC.

| Year ending June 30,             | 1899.      | 1900.      | 1901.      | 1902.      |
|----------------------------------|------------|------------|------------|------------|
| Revenue pass. carried.....       | 10,226,125 | 11,253,876 | 12,698,372 | 14,234,508 |
| Transfer pass. carried.....      | 1,976,386  | 2,448,297  | 2,735,278  | 3,116,739  |
| Car miles run.....               | 2,756,023  | 3,308,136  | 3,409,411  | 3,704,195  |
| Total receipts per car mile..... | \$ .176    | \$ .167    | \$ .180    | \$ .187    |
| Operating ex. per car mile.....  | .104       | .096       | .100       | .104       |

**Balance Sheet.**—Dated June 30,

| ASSETS.                    | 1899.              | 1900.              | 1901.              | 1902.              |
|----------------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road and equip.... | \$7,403,115        | \$7,583,281        | \$7,644,872        | \$7,763,669        |
| Other permanent invest.... | 533,450            | 34,916             | 34,917             | 34,917             |
| Cash.....                  | 30,632             | 18,893             | 63,525             | 10,587             |
| Bills receivable.....      | 10,470             | 10,470             | 10,470             | 10,470             |
| Open accounts.....         | 119,945            | 89,199             | 91,822             | 87,498             |
| Material and supplies..... | 3,657              | 6,830              | 13,376             | 19,522             |
| Other assets.....          | 1,865              | 14,044             | 60,876             | 93,511             |
| <b>Total.....</b>          | <b>\$8,103,134</b> | <b>\$7,757,633</b> | <b>\$7,919,858</b> | <b>\$8,020,173</b> |

### LIABILITIES.

|                              | 1899.              | 1900.              | 1901.              | 1902.              |
|------------------------------|--------------------|--------------------|--------------------|--------------------|
| Capital stock.....           | \$4,000,000        | \$4,000,000        | \$4,000,000        | \$4,000,000        |
| Funded debt.....             | 3,750,000          | 3,250,000          | 3,823,000          | 3,836,000          |
| Accrued interest.....        | 94,550             | 64,907             | 42,708             | 43,340             |
| Loans.....                   | 200,000            | 393,067            |                    |                    |
| Accounts payable.....        | 30,244             | 13,284             | 20,788             | 17,103             |
| Accrued taxes.....           |                    |                    | 12,467             | 23,811             |
| Profit and loss (surplus)... | 28,340             | 36,375             | 20,895             | 99,919             |
| <b>Total.....</b>            | <b>\$8,103,137</b> | <b>\$7,757,633</b> | <b>\$7,919,858</b> | <b>\$8,020,173</b> |

**Plant and Equipment.**—Miles of track (electric), 68.2; gauge, 4 ft. 8½ in.; 85 lb. and 90 lb. and 117 lb. T rail; 145 motor cars and 10 trail cars; Allis and Cleveland engines, Gen. Elec. and Walker dynamos and motors, Brill, Gilbert, Barney & Smith and Jones cars; Brill trucks.

**Officers.**—Pres. William P. Gannon, (Syracuse), V. Pres. & Gen. Man. E. G. Connette, Sec. & Treas. Theo. H. Conderman (Phila.) Auditor J. L. Luckenbach.

**Directors.**—W. P. Gannon, H. D. Coffinberry, L. K. McClymonds E. G. Connette, Theo. H. Conderman, H. R. Newcomb, I. L. C Gooding.

**General Office.**—Syracuse, N. Y.

**References.**—Summer theatre, Vol. XVI, Sept. 1, '00, p. 83. (ill.); litigation ended, Vol. XVII, Jan. 26, '01, p. 126; description of road, Vol. XIX, May 3, '02, p. 517 (ill.)

Date of information, Mar., 1903.

**East Side Traction Co.**—This company is a reorganization of the Syracuse & East Side Street Railway Co., which was chartered Aug. 25, 1894, as a successor to the Syracuse, Eastwood Heights & DeWitt R. R. Co. The capital stock of this company is now owned and the property is operated by the Syracuse Rapid Transit Ry. Co.

**Franchises.**—Municipal franchises granted in 1890 and in 1891; were renewed in 1895 for 50 years.

**Capital Stock.**—Common stock, authorized and issued, \$300,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated June 1, 1899, due 1929; int. payable June and Dec.

Date of information, Mar., 1903.

**Syracuse & Suburban Railroad Co.**—Chartered June 29, 1895. Annual meeting first Monday in July. This road runs from Syracuse, through Fayetteville and Manlius to Edwards Falls, where the company owns water power for generating electricity to operate its road. On June 15, 1898, ten miles of road were placed in operation, and the entire road was completed Oct. 1, 1898.

**Capital Stock,** authorized and issued, \$400,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized, \$400,000, issued, \$394,000; dated Aug. 2, 1897; due 1927; int. payable Feb. and Aug.

Debenture bonds 6 p. c., authorized and issued, \$33,000; dated Jan. 2 1900, due 1905; int. payable Jan. and July.

**Operation.**—Year ending June 30,

|                              | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Gross earnings.....          | \$54,180 | \$62,953 | \$60,747 | \$70,106 |
| Operating expenses.....      | 24,219   | 33,641   | 35,031   | 41,942   |
| Earnings from operation..... | 29,961   | 29,312   | 25,716   | 28,164   |
| Deductions from earnings.    |          |          |          |          |
| Interest.....                | 19,816   | 21,971   | 22,591   | 22,967   |
| Taxes.....                   | 790      | 1,913    | 2,820    | 4,310    |
| Rental.....                  | 818      |          |          |          |
| Park expenses.....           | 962      | 732      |          |          |
| Net income.....              | 7,575    | 4,696    | 305      | 888      |
| Total surplus.....           | 8,511    | 13,207   | 13,728   | 14,616   |

Please note date of information at end of each report.



## OPERATING EXPENSES.

| Year ending June 30,             | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------------|----------|----------|----------|----------|
| General expenses.....            | \$ 6,314 | \$10,937 | \$ 9,206 | \$13,804 |
| Transportation expenses.....     | 13,115   | 18,707   | 20,078   | 19,119   |
| Maintenance of way and buildings | 3,280    | 1,910    | 2,137    | 3,965    |
| "    " equipment .....           | 1,510    | 2,087    | 3,610    | 5,053    |
| Total .....                      | \$24,219 | \$33,641 | \$35,031 | \$41,942 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,            | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....         | 1,119,520 | 1,287,226 | 1,250,931 | 1,433,475 |
| Car miles run.....              | 308,550   | 344,136   | 355,975   | 382,498   |
| Total receipts per car mile.... | \$.175    | \$.183    | \$.170    | \$.184    |
| Oper. expenses per car mile..   | .101      | .097      | .098      | .110      |

## Balance Sheet.—Dated June 30.

| ASSETS.                        |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
|                                | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road and equipment.... | \$819,180 | \$849,421 | \$857,663 | \$861,248 |
| Cash and current assets.....   | 4,576     | 7,984     | 6,843     | 5,643     |
| Material and supplies.....     | 2,297     | 2,146     | 3,097     | 3,097     |
| Total.....                     | \$826,053 | \$859,551 | \$867,603 | \$869,988 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock .....            | \$400,000 | \$400,000 | \$400,000 | \$400,000 |
| Funded debt.....               | 310,000   | 405,500   | 415,000   | 427,000   |
| Loans .....                    | 107,542   | 30,401    | 29,075    | 17,840    |
| Interest .....                 |           | 8,600     | 8,948     | 9,091     |
| Accounts payable.....          |           | 1,843     | 851       | 1,441     |
| Profit and loss (surplus)..... | 8,511     | 13,207    | 13,729    | 14,616    |
| Total .....                    | \$826,053 | \$859,551 | \$867,603 | \$869,988 |

**Plant and Equipment.**—Miles of track (electric), 14.31; gauge, 4 ft. 8½ in.; 60 to 90 lb. steel rail; 13 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; 700 H. P. station plant; water power and a complete steam auxiliary plant of 650 H. P. engines and 500 k. w. Gen. Elec. generator.

**Officers.**—Pres. Arthur Jenkins, V. Pres. & Gen. Man. Chas. E. Hubbell, Sec. & Treas. Giles H. Stillwell,

**Directors.**—E. F. Allen, Arthur Jenkins, G. H. Stilwell, David K. McCarthy, H. W. Plumb, Geo. C. Cotton, Thomas Hogan, John L. King, Chas. E. Hubbell, Syracuse, N. Y.; Edward Powell, Jno. G. Powell, Phila., Pa.

**General Office,** Syracuse, N. Y.

Date of information, Mar., 1903.

**Syracuse, Lakeside & Baldwinsville Railway.**—Chartered July 16, 1896. This company was placed in full operation from Syracuse to Baldwinsville on Sept. 24, 1899, having been operated in part since 1898.

**Capital Stock,** authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; dated Mar. 1, 1899, due 1949; denom. \$1,000; int. payable Feb. and Aug.

**Operation.**—Period from July 1 to Sept. 24 from Syracuse to Long Branch only, and the entire road thereafter to

|                              | June 30, 1900. | Year endg. June 30, 1901. | June 30, 1902. |
|------------------------------|----------------|---------------------------|----------------|
| Gross receipts.....          | \$68,600       | \$81,096                  | \$87,855       |
| Operating expenses.....      | 40,663         | 67,256                    | 74,714         |
| Earnings from operation..... | 27,937         | 13,840                    | 13,141         |
| Deductions from earnings.    |                |                           |                |
| Taxes.....                   | 1,751          | 2,366                     | 3,077          |
| Interest.....                |                | 25,121                    | 29,076         |
| Other deductions.....        | 9,230          |                           |                |
| Net income.....              | 16,956         | *13,648                   | *19,011        |
| To surplus account.....      | 16,956         |                           |                |
| Total surplus account.....   | 20,133         | *13,648                   | *32,659        |
| *Deficit.                    |                |                           |                |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$23,523 |
| Transportation expenses.....           | 33,098   |
| Maintenance of way and structures..... | 4,434    |
| "    " equipment .....                 | 13,659   |
| Total.....                             | \$74,714 |

## STATISTICS OF TRAFFIC.

| Year ending June 30, 1902.           |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 1,940,467 |
| Car miles run.....                   | 425,047   |
| Total receipts per car mile.....     | \$.207    |
| Operating expenses per car mile..... | .176      |

## Balance Sheet.—Dated June 30,

| ASSETS.                        |             |             |             |
|--------------------------------|-------------|-------------|-------------|
|                                | 1900.       | 1901.       | 1902.       |
| Cost of road.....              | \$ 700,000  | \$1,045,540 | \$1,050,379 |
| " equipment .....              | 300,000     |             |             |
| Cash and current assets.....   | 20,133      | 7,739       | 10,977      |
| Bonds of other companies.....  |             | 1,000       | 1,000       |
| Profit and loss (deficit)..... |             | 13,648      | 32,660      |
| Total.....                     | \$1,020,133 | \$1,067,928 | \$1,095,015 |
| LIABILITIES.                   |             |             |             |
| Capital stock.....             | \$ 500,000  | \$ 500,000  | \$ 500,000  |
| Funded debt.....               | 500,000     | 500,000     | 500,000     |
| Profit and loss (surplus)..... | 20,133      |             |             |
| Interest.....                  |             | 6,755       | 13,587      |
| Loans.....                     |             | 53,846      |             |
| Accounts payable.....          |             | 5,725       | 7,830       |
| Other liabilities.....         |             | 1,602       | 73,598      |
| Total.....                     | \$1,020,133 | \$1,067,928 | \$1,095,015 |

**Plant and Equipment.**—Miles of track (electric), 23.03; gauge, 4 ft. 8½ in.; 104 lb. girder rail; 19 motor cars and 12 trail cars, 2 snow plows; 2-400 k. w. Walker generators, 1600 H. P. Wheelock engines, West. and Gen. Elec. motors, St. Louis cars. Peckham trucks.

**Officers.**—Pres. & Gen. Man. W. Judson Smith, Sec. Arzelie Daudelin, Treas. C. Blain Warner.

**Directors.**—Edward A. Powell, Jas. M. Belden, W. R. Smith, W. J. Smith, C. Blain Warner, Edward Joy, Edward N. Trump, Arthur R. Peck, H. Bartels, Jr., Louis House, Chas. M. Warner, all of Syracuse.

**General Office,** 200 W. Genesee St., Syracuse, N. Y.

Date of information, Sept., 1902.

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**Syracuse & Oneida Lake Electric Railway Co.**—Chartered May 31, 1895. Annual meeting 3d Tuesday in Jan. This road is now under survey on the Liverpool, Three Rivers & Phoenix Division, running from Syracuse to Three Rivers and Phoenix, and to South Bay and Oneida Lake.

**Capital Stock,** authorized and issued, \$300,000; par value, \$100 per share.

**Funded Debt.**—None.

**Plant and Equipment.**—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 72 lb. T and 90 lb. grooved rail; two 250 k. w. generators.

**Officers.**—Pres. Frank L. Barnes, V. Pres. Thomas Merriam, Sec. & Treas. James G. Tracy.

**Directors.**—Thomas Merriam, A. W. Palmer, Frank L. Barnes, Willis B. Burns, H. W. Plumb, W. K. Niver, James G. Tracy, W. R. Kimball.

**General Office,** 13-16 Gridley Bldg., Syracuse, N. Y.

Date of information, Mar., 1903.

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## TROY.

Population in 1880, 56,747; in 1890, 60,956; in 1900, 60,651.

**Troy City Railway Co.**—Chartered Jan. 31, 1866. This company was consolidated Dec. 31, 1899, with the Albany Ry. Co., forming the United Traction Co., of Albany, N. Y. Annual meeting second Tuesday in Jan.

Date of information, Mar., 1901.

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**Troy & New England Railroad Co.**—Chartered Dec. 27, 1889. Annual meeting second Thursday in Jan. Operation was commenced in Oct., 1895. This company has an agreement with the United Traction Co., by which its cars run into the city of Troy.

**Capital Stock,** authorized, \$350,000, issued, \$180,000; par value, \$100 per share.

**Funded Debt,** \$183,800, as follows:

First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$160,000; dated Aug. 1, 1895, due 1945; denom. \$500; int. payable Feb. and Aug., at office of company, Troy, N. Y.; trustees of mortgage, F. N. Mann, Jr., and H. B. Dauchy.

Debenture 6 p. c. bonds, authorized, \$31,000, issued, \$23,800; dated June 1, 1896, due 1901; int. payable June and Dec., at office of company, Troy, N. Y.

**Operation.**—Year ending June 30,

|                               | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|----------|----------|----------|----------|
| Receipts from passengers..... | \$32,679 | \$26,368 | \$27,382 | \$26,236 |
| " other sources .....         | 1,987    | 400      | 400      | 220      |
| " total.....                  | 34,666   | 26,768   | 27,782   | 26,456   |
| Operating expenses.....       | 20,107   | 14,488   | 15,740   | 16,458   |
| Earnings from operation.....  | 14,559   | 12,280   | 12,042   | 9,998    |
| Deductions from earnings.     |          |          |          |          |
| Interest.....                 | 9,663    | 9,584    | 9,584    | 9,548    |
| Taxes.....                    | 659      | 723      | 631      | 617      |
| Net income.....               | 4,237    | 1,973    | 1,826    | *166     |
| Total surplus account.....    | 5,232    | 7,205    | 9,031    | 8,865    |
| *Deficit.                     |          |          |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending June 30,            | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|
| General expenses.....           | \$ 2,769 | \$ 1,288 | \$ 3,366 | \$ 3,141 |
| Transportation expenses.....    | 11,238   | 8,706    | 10,583   | 10,715   |
| Main. of way and buildings..... | 2,799    | 1,953    | 1,791    | 831      |
| "    " equipment.....           | 3,301    | 2,541    |          | 1,771    |
| Total.....                      | \$20,107 | \$14,488 | \$15,740 | 16,458   |

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1899.   | 1900.   | 1901.   | 1902.   |
|--------------------------------------|---------|---------|---------|---------|
| Passengers carried.....              | 305,063 | 252,621 | 279,643 | 264,255 |
| Total car miles run.....             | 194,084 | 133,200 | 135,000 | 159,348 |
| Total receipts per car mile.....     | \$ .178 | \$ .200 | \$ .206 | \$ .166 |
| Operating expenses per car mile..... | .103    | .108    | .116    | .103    |

\*Includes freight mileage.

## Balance Sheet.—Dated June 30,

| ASSETS.                     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equip..... | \$372,560 | \$373,270 | \$374,170 | \$375,105 |
| Cash.....                   | 410       | 836       | 2,111     | 387       |
| Material and supplies.....  | 2,162     | 2,162     | 1,817     | 1,840     |

Total.....\$375,132 \$376,272 \$378,098 \$377,332

## LIABILITIES.

|                                | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$180,000 | \$180,000 | \$180,000 | \$180,000 |
| Funded debt.....               | 184,400   | 184,400   | 184,400   | 183,800   |
| Bills and accts payable.....   | 5,500     | 4,667     | 4,667     | 4,667     |
| Profit and loss (surplus)..... | 5,232     | 7,205     | 9,031     | 8,865     |

Total.....\$375,132 \$376,272 \$378,098 \$377,332

**Plant and Equipment.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T rail; 25 cars, of which 9 are motor cars, 8 are trail cars and 8 freight cars; West., Church, Kerr & Co.'s engines, West. dynamos and motors, Jones and Jackson & Sharp cars, Taylor and Diamond trucks.

**Officers.**—Pres. Edw. F. Murray, Sec. & Treas. Rice C. Bull, Supt. A. W. Bentley, Ch. Engr. E. Knapp.

**Directors.**—Edw. F. Murray, Wm. Kemp, Chas. Cleminshaw, Wm. Shaw, R. C. Bull, John Knickerbacker, Chas. W. Tillinghast, Jas. W. Donnelly, Edw. Murphy, 2d, A. W. Ross, all of Troy, N. Y.; L. A. Flint, N. Y. City; J. H. Jones, Watervliet, N. Y.

General Office, Troy, N. Y.

**Reference.**—Description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Mar., 1903.

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## UTICA.

Population in 1880, 33,914, in 1890, 44,007, in 1900, 56,383.

**Utica & Mohawk Valley Railway Co.**—This company is a consolidation (Nov. 27, 1901), by purchase and merger of the following companies: The Utica Belt Line St. R. R. Co. and the Utica & Mohawk R. R. Co., which were consolidated and the following merged companies: Utica Suburban Ry. Co., Deerfield & Utica R. R. Co., Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Frankfort & Utica St. Ry. Co. and the Little Falls & Herkimer St. Ry. Co. The franchises of the company are perpetual. This company, with the exception of 12.08 miles of road which is leased from the Utica Clinton & Binghanton R. R. (a steam road) for 99 years, from Dec. 31, 1886, at a rental of \$15,000 per annum, owns and will operate, when extensions are completed, with the exception of a small local line in Rome, the entire street railway systems of the following cities and towns: Utica, Rome, Little Falls, Herkimer, Mohawk, Ilion, Frankfort, Clinton, New Hartford, Deerfield, Oriskany and Whitestown. The total population served is 114,057. Of the new extensions, the Little Falls extension is the only one not in operation, but this will be put in operation about Apr. 15, 1903.

**Capital Stock.**—Common, authorized and issued, \$2,500,000, par value, \$100 per share; preferred, authorized and issued, \$600,000; par value \$100 per share.

**Funded Debt.**—First mortgage 4½ p. c. gold bonds, authorized, \$4,000,000 issued, \$2,011,000, in treasury (see note), \$1,239,000, in escrow, \$1,300,000; coupon, but may be registered; dated Sept. 1, 1900, due 1941; denom. \$1,000; int. payable Mar. and Sept.; New York Security & Trust Co., New York, trustee of mortgage.

**Note.**—\$689,000 of the bonds in the treasury, are reserved to retire \$500,000 first mortgage and \$39,000 second mortgage bonds of the Utica Belt Line St. R. R. Co., and \$150,000 bonds of the Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co. The \$1,300,000 held in escrow are for future additions and improvements.

Operation.—Year ending Sept. 30, 1902.

|                         |           |
|-------------------------|-----------|
| Gross earnings.....     | \$471,130 |
| Operating expenses..... | 275,521   |

Earnings from operation.....195,609

|                           |        |
|---------------------------|--------|
| Deductions from earnings. |        |
| Interest.....             | 89,680 |
| Taxes.....                | 11,033 |
| Rentals.....              | 15,000 |

Net income.....79,896

## GENERAL EXPENSES.

Year ending Sept. 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 49,208 |
| Transportation expenses.....           | 178,701   |
| Maintenance of way and structures..... | 16,316    |
| "    " equipment.....                  | 31,296    |

Total.....\$275,521

## STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1902.

|                                      |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 9,556,900 |
| Transfers.....                       | 1,231,405 |
| Car miles run.....                   | 2,400,143 |
| Total receipts per car mile.....     | \$ .196   |
| Operating expenses per car mile..... | .115      |

Balance Sheet.—Dated Sept. 30, 1902.

## ASSETS.

|                                 |             |
|---------------------------------|-------------|
| Cost of road and equipment..... | \$5,404,381 |
| Cash and current assets.....    | 1,026,681   |
| Supplies on hand.....           | 5,042       |

Total.....\$6,436,104

## LIABILITIES.

|                                |            |
|--------------------------------|------------|
| Capital stock.....             | \$ 461,238 |
| Funded debt.....               | 2,500,000  |
| Other liabilities.....         | 595,255    |
| Construction account.....      | 2,638,762  |
| Profit and loss (surplus)..... | 240,849    |

Total.....\$6,436,104

**Plant and Equipment.**—Miles of track (electric), 87.8; gauge 4 ft. 8½ in.; 85 lb. rail; 94 motor cars, 61 other cars, 1 snow plow, 2 sweepers.

**Officers.**—Pres. Horace E. Andrews, Cleveland, O.; 1st V. Pres., Gen. Man. & Pur. Agt. John J. Stanley, Utica, N. Y. 2d V. Pres., Alden M. Young, New York City; Sec. Walter N. Kernan, Utica, N. Y.; Treas. Chas. B. Rogers, Utica, N. Y.; Asst. Sec. & Treas. Arthur L. Linn, Jr., Utica, N. Y.; Gen. Man. C. Loomis Allen, Ch. Engr. Chas. A. Clark.

**Directors.**—Horace E. Andrews, Alden M. Young, John J. Stanley, Charles B. Rogers, N. E. Kernan, N. E. Devereux, David H. Burrell, Wm. E. Lewis, Jas. S. Sherman.

General Office, Bleecker and Charlotte Sts., Utica, N. Y.

Date of information, Apr., 1903.

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## WATERTOWN.

Population in 1880, 10,697, in 1890, 14,725, in 1900, 21,696.

**Black River Traction Co.**—Chartered Dec. 23, 1897. Annual meeting second Monday in Jan. This company is the successor to the Watertown & Brownsville Street R. R. Co., which was sold under foreclosure of mortgage in Dec., 1897. On Jan. 1, 1901, the Dexter & Brownsville Street Ry. Co. were consolidated with this company.

CAPITAL STOCK, authorized and issued, \$105,000.

**FUNDED DEBT.**—First mortgage, 5 p. c. bonds, authorized and issued, \$55,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July.

OPERATION.—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....       | \$12,287 | \$36,221 | \$51,370 | \$55,084 | \$54,323 |
| Operating expenses.....   | 9,956    | 25,037   | 38,260   | 43,837   | 57,465   |
| Earnings from operation   | 2,331    | 11,184   | 13,110   | 11,247   | *3,142   |
| Deductions from earnings. |          |          |          |          |          |
| Interest.....             | 875      | 2,750    | 3,650    | 3,700    | 2,750    |
| Taxes.....                | 47       | 816      | 1,251    | 1,370    | 1,450    |
| Other expenses.....       |          |          | 2,605    | 550      |          |

Net income.....1,409 7,617 5,604 5,627 \*7,342

To surplus account.....7,617

Total surplus account...1,409 9,026 14,630 20,258

\*Deficit.

† Report of the Black River Traction Co., for six months ending June 30, 1898.

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending June 30, 1898.   | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| General expenses.....        | \$ 2,550 | \$ 4,124 | \$ 9,833 | \$ 6,516 |
| Transportation expenses..... | 6,387    | 16,012   | 18,545   | 22,409   |
| Maint. of way and bldgs..... | 291      | 2,828    | 5,370    | 8,907    |
| " " equipment.....           | 728      | 2,069    | 4,512    | 6,005    |
| Total .....                  | \$ 9,956 | \$25,037 | \$38,260 | \$43,838 |
|                              |          |          |          | \$57,465 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,              | 1899.   | 1900.     | 1901.   | 1902.     |
|-----------------------------------|---------|-----------|---------|-----------|
| Revenue passengers carried.....   | 845,170 | 1,028,868 | 980,883 | 1,358,072 |
| Transfer ".....                   | 94,963  | 105,327   | 114,513 |           |
| Car miles run.....                | 316,700 | 399,500   | 411,700 |           |
| Gross receipts per car mile.....  | \$.114  | \$.128    | \$.133  |           |
| Operating expenses per car mile.. | .079    | .096      | .106    |           |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equip....     | \$136,724 | \$147,091 | \$195,097 | \$148,322 |
| Cash on hand.....              |           | 444       | 2,895     | 466       |
| Current assets.....            | 4,134     | 8,616     | 3,003     |           |
| Material and supplies.....     |           | 500       | 500       | 5,246     |
| Prepaid insurance.....         |           | 2,000     |           |           |
| Profit and loss (deficit)..... |           |           |           | 7,342     |
| Total .....                    | \$140,958 | \$158,651 | \$201,495 | \$161,375 |

## LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$ 65,000 | \$ 65,000 | \$105,000 | \$105,000 |
| Funded debt.....               | 55,000    | 55,000    | 55,000    | 55,000    |
| Loans.....                     |           |           |           |           |
| Accounts payable.....          | 11,931    | 24,021    | 20,614    | 1,375     |
| Receiver's certificates, etc.. |           |           | 623       |           |
| Profit and loss (surplus)....  | 9,027     | 14,630    | 20,258    |           |
| Total.....                     | \$140,958 | \$158,651 | \$201,495 | \$161,375 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10.47; gauge, 4 ft. 8½ in.; 56 lb. and 85 lb. girder and T rail; 23 motor and 10 trail cars; 400 H. P. dynamos, Gen. Elec. and Steel dynamos and motors, Stephenson cars, Brill trucks, water power.

OFFICERS.—Pres. J. A. Lebkuecher, Newark, N. J.; Sec. & Treas. A. H. Lefebvre, Watertown, N. Y.; Supt. E. A. Barber, Watertown, N. Y.

DIRECTORS.—Julius A. Lebkuecher, C. W. Riker, George Krem-entz, Paul Sala, Newark, N. J.; G. W. Walker, N. P. Wardewell, F. M. Bosworth, A. H. Lefebvre, Thos. Burns, Watertown, N. Y.

GENERAL OFFICE, 172 Main St., Watertown, N. Y.

Date of information, Sept., 1902.

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**Watertown & Carthage Traction Co.**—Chartered June 8, 1901, to build an electric railway from Watertown to Carthage, a distance of 20 miles.

CAPITAL STOCK, authorized \$200,000; in treasury, \$20,000.

FUNDED DEBT.—None.

OFFICERS.—Pres. John N. Carlisle, Watertown, N. Y.; V. Pres. G. T. Hollister, Rutherford, N. J.; Sec. Francis M. Hugo, Watertown, N. Y.; Treas. Arthur S. Fairchild, 44 W. 44th St., New York.

DIRECTORS.—Arthur S. Fairchild, John W. Horne, Jr., E. S. Emanuel, G. T. Hollister, Clyde Notman, John N. Carlisle, Francis M. Hugo, L. L. Luther, Mason M. Swan.

GENERAL OFFICE, Watertown, N. Y.

Date of information, Mar., 1903.

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## WAVERLY.

Population in 1900, 4,465.

**Waverly, Sayre & Athens Traction Co.**—Chartered under the laws of Pennsylvania, Jan. 23, 1893.

CAPITAL STOCK, \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$150,000; dated Jan. 1. 1895, due 1925; denom. \$1,000; int. payable Jan. and July.

OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$10,747 | \$11,448 | \$13,423 | \$17,700 | \$49,953 |
| Operating expenses.....      | 6,314    | 11,123   | 19,962   | 31,777   | 35,694   |
| Earnings from operation..... | 4,433    | 325      | *6,539   | *14,077  | 14,259   |
| Deduc. from earnings.....    |          |          |          |          |          |
| Interest.....                | 2,250    | 2,250    | 2,250    | 3,250    | 9,000    |
| Taxes.....                   | 240      | 169      | 212      | 925      | 1,218    |
| Net income.....              | 1,943    | *2,094   | *8,955   | *18,252  | 4,041    |
| *Deficit.                    |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,310 |
| Transportation expenses.....           | 22,084   |
| Maintenance of way and structures..... | 4,070    |
| " " equipment.....                     | 6,230    |
| Total.....                             | \$35,694 |

## STATISTICS OF TRAFFIC.

| Year ending June 30th, 1902.         |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 1,084,419 |
| Transfers.....                       | 79,710    |
| Car miles run.....                   | 281,548   |
| Total receipts per car mile.....     | \$.177    |
| Operating expenses per car mile..... | .127      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....  | \$125,704 | \$125,704 | \$125,704 | \$351,581 | \$353,875 |
| " equipment.....   | 57,447    | 57,447    | 57,447    |           |           |
| Open accounts..... | *173,395  | 171,400   | 171,354   | 25,416    | 41        |
| Total.....         | \$356,546 | \$354,551 | \$354,505 | \$376,997 | \$353,916 |

## LIABILITIES.

|                             |           |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....          | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Funded debt.....            | 150,000   | 150,000   | 150,000   | 150,000   | 150,000   |
| Accounts payable.....       |           |           |           | 26,997    | 3,875     |
| Profit and loss (sur.)..... | 6,546     | 4,451     | 4,505     |           | 41        |
| Total.....                  | \$356,546 | \$354,551 | \$354,505 | \$376,997 | \$353,916 |

\*Of this amount, \$172,578 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 9, 6 in Pennsylvania, 3 in New York; 11 motor cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. M. Quigley, Sec. & Treas. A. C. Wade, Supt. W. E. Case.

DIRECTORS.—A. N. Broadhead, A. C. Wade, S. B. Broadhead, William Broadhead, Jamestown, N. Y.; F. M. Stephens, New York, N. Y.; F. K. Harris, Athens, N. Y.; M. Quigley, W. L. Watrous, W. E. Case, Waverly, N. Y.; J. N. Weaver, Sayre, Pa.

GENERAL OFFICE, Waverly, N. Y.

Date of information, Sept., 1902.

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## WESTFIELD.

Population in 1890, 1,983, in 1900, 2,430.

**Westfield, Mayville & Chautauqua Motor Railroad Co.**—Chartered Apr. 5, 1897, annual meeting July 19, each year. This company was organized to construct an electric railway connecting Westfield, Mayville and Chautauqua Lake points, and is now grading the road.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.6.

CAPITAL STOCK, authorized, \$150,000.

OFFICERS.—Pres. Wm. L. Minton, V. Pres. A. B. Culver, Treas. C. C. Minton.

DIRECTORS.—W. L. Minton, A. B. Culver, J. V. Minton, A. E. Pierce, H. W. Gibbs, Westfield, N. Y.; J. C. Minton, Burlington, Iowa; Waldo L. Minton, Albany, N. Y.; H. S. Minton, Buffalo, N. Y.; C. P. Cipperly, C. C. Minton, Mayville, N. Y.

GENERAL OFFICE, Westfield, N. Y.

Date of information, Mar., 1903.

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## WHITEHALL.

Population in 1900, 4,465.

**Whitehall & Granville Railway Co.**—Chartered Sept. 11, 1900, for 99 years. Annual meeting second Wednesday in Sept. This road is now under construction.

Cost of road to June 30, 1901, \$24,831.

CAPITAL STOCK, authorized, \$400,000, issued, \$25,100; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. 30 year gold bonds, authorized, \$400,000; none issued.

PLANT AND EQUIPMENT.—Miles of track, 22.

OFFICERS.—Pres. E. J. Gray, Whitehall, N. Y.; V. Pres. E. R. Norton, Granville, N. Y.; Sec. C. I. Baker, Troy, N. Y.; Treas. D. D. Woodard, Granville, N. Y.; Man. C. B. Story.

DIRECTORS.—Emmett J. Gray, J. S. Potter, James H. Burdette, C. W. Harding and John O'Neil, Whitehall, N. Y.; Chas. B. Story, Hoosick Falls, N. Y.; Chas. I. Baker, Troy, N. Y.; Daniel D. Woodard, John Gilroy, Silas E. Evarts, Eugene R. Norton, F. T. Pember and Wm. H. Hughes, Granville, N. Y.

Date of information, Mar., 1903.

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Please note date of information at end of each report.

## WHITE PLAINS.

Population in 1880, 2,381, in 1890, 4,042, in 1900, 7,899.

**Tarrytown, White Plains & Mamaroneck Railway Co.**

This company is the successor, in 1898, to the New York, Elmsford & White Plains Ry. Co. In June, 1900, this property was sold by the Union Railway Company, who owned the capital stock, to the Third Avenue R. R. Co. of New York City, which is leased to the Metropolitan Street Railway Co. Annual meeting, third Wednesday in Aug.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$300,000; dated Mar. 1, 1898, due 1928; int. payable Mar. and Sept., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

The principal and interest of these bonds are guaranteed by endorsement, by the Union Ry. Co.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$18,274 | \$39,172 | \$49,700 | \$62,261 | \$65,737 |
| Operating expenses....          | 21,277   | 34,421   | 36,972   | 56,284   | 63,231   |
| Earnings from operation         |          | 4,751    | 12,728   | 5,977    | 2,506    |
| Deductions from earnings.       |          |          |          |          |          |
| Interest.....                   |          | 5,848    | 15,000   | 15,000   | 15,000   |
| Taxes.....                      |          | 1,048    | 1,794    | 1,949    | 1,947    |
| Net income.....                 | *3,003   | *2,145   | *4,066   | *10,972  | *14,441  |
| Total surplus.....              |          | 7,296    | 3,230    | *7,743   | *22,184  |
| * Deficit.                      |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30, 1902.              |          |
|-----------------------------------------|----------|
| General expenses.....                   | \$ 5,607 |
| Transportation expenses.....            | 49,056   |
| Maintenance of way and structures ..... | 3,055    |
| "    " equipment.....                   | 5,513    |
| Total.....                              | \$63,231 |

## STATISTICS OF TRAFFIC.

| Year ending June 30,              |         |         |           |           |  |
|-----------------------------------|---------|---------|-----------|-----------|--|
|                                   | 1899.   | 1900.   | 1901.     | 1902.     |  |
| Revenue passengers carried....    | 777,023 | 977,870 | 1,155,021 | 1,294,274 |  |
| Transfer .....                    | 26,292  | 46,547  | 44,204    | 43,341    |  |
| Car miles run.....                | 343,921 | 483,309 | 690,772   | 759,784   |  |
| Total receipts per car mile.....  | \$.113  | \$.100  | \$.09     | \$.087    |  |
| Operating expenses per car mile.. | .100    | .076    | .081      | .083      |  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     |           |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
|                             | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....           | \$194,115 | \$556,952 | \$602,714 | \$795,029 | \$829,213 |
| " equipment.....            | 54,383    | 93,662    | 110,180   |           |           |
| Cash.....                   | 261       | 4,628     | 3,552     | 3,619     | 3,293     |
| Material and supplies..     | 2,783     | 351       | 772       | 2,714     | 3,962     |
| Other assets.....           | 5,173     | 5,362     | 6,490     | 7,210     | 6,236     |
| Profit and loss (deficit).. | 15,576    |           |           | 7,743     | 22,184    |
| Total.....                  | \$272,291 | \$660,955 | \$723,708 | \$816,315 | \$864,889 |

## LIABILITIES.

|                          |           |           |           |           |           |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$225,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....         |           | 300,000   | 300,000   | 300,000   | 300,000   |
| Accrued interest.....    |           | 5,000     | 5,000     | 5,000     | 5,000     |
| Loans and bills payable  | 45,808    | 37,564    | 115,478   |           |           |
| Accounts payable.....    | 1,483     | 11,095    | 3,230     | 5,271     | 2,390     |
| Other companies.....     |           |           |           | 204,184   | 253,236   |
| Other liabilities.....   |           |           |           | 1,860     | 4,264     |
| Profit and loss (sur.).. |           | 7,296     |           |           |           |
| Total.....               | \$272,291 | \$660,955 | \$723,708 | \$816,315 | \$864,889 |

PLANT AND EQUIPMENT.—Miles of track (electric), 18.7; gauge, 4 ft. 8½ in.; 56 lb. and 76 lb. T and girder rail; 39 motor cars; 2 snow plows; Buckeye engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. V. A. Krepps, White Plains, N. Y.

DIRECTORS.—Edward A. Maher, Chas. E. Warren, D. B. Hasbrouck, W. F. Ryan, Renne Martin, M. G. Starrett, Oren Root, Jr., New York City; Henry A. Robinson, Yonkers, N. Y.; D. C. Moorehead, Jamaica, N. Y.

GENERAL OFFICE, 204 E. 128th St., New York City.

Date of information, Sept., 1902.

For map of road see inset between pages 176 and 177.

## WILLIAMSVILLE.

**Buffalo & Williamsville Electric Railway Co.**—Chartered Aug. 10, 1891, for 99 years. Annual meeting first Wednesday in Aug. It is proposed to extend this line to Rochester, a distance of 60.5 miles.

CAPITAL STOCK, authorized and issued, \$75,000; par value, \$100 per share.

FUNDED DEBT.—None.

## OPERATION.—Year ending June 30,

|                                            | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------------------|----------|----------|----------|----------|----------|
| Total receipts.....                        | \$12,161 | \$11,459 | \$12,029 | \$13,919 | \$16,357 |
| Operating expenses....                     | 7,702    | 7,216    | 7,848    | 8,556    | 8,859    |
| Earnings from oper....                     | 4,459    | 4,243    | 4,181    | 5,363    | 7,498    |
| Deductions from earnings.                  |          |          |          |          |          |
| Taxes.....                                 | 586      | 503      | 532      | 792      | 870      |
| Net income.....                            | 3,873    | 3,740    | 3,649    | 4,571    | 6,628    |
| Dividends paid.....                        |          | 3,000    | 3,000    | 3,750    |          |
| To surplus account....                     |          | 740      | 649      | 821      | 6,628    |
| Total surplus account..                    | 13,813   | 14,553   | 11,101   | 11,921   | 18,549   |
| Cr'd to construct'n acct.                  |          |          | 4,100    |          |          |
| Per cent oper. exp. to total receipts..... | 63.3     | 62.9     | 64.4     | 61.6     | 54.2     |

## STATISTICS OF TRAFFIC.

| Year ending June 30,              |         |         |         |         |  |
|-----------------------------------|---------|---------|---------|---------|--|
|                                   | 1899.   | 1900.   | 1901.   | 1902.   |  |
| Revenue passengers carried.....   | 176,788 | 187,395 | 213,205 | 252,218 |  |
| Car miles run.....                | 82,350  | 82,296  | 90,711  | 96,633  |  |
| Total receipts per car mile.....  | \$.139  | \$.146  | \$.153  | \$.169  |  |
| Operating expenses per car mile.. | .087    | .095    | .094    | .092    |  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                   |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road and equip..  | \$78,970 | \$79,124 | \$75,023 | \$75,023 | \$96,676 |
| Cash and current assets.. | 9,843    | 10,429   | 11,078   | 11,898   | 508      |
| Total.....                | \$88,813 | \$89,553 | \$86,101 | \$86,921 | \$97,184 |

## LIABILITIES.

|                           |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
| Capital stock.....        | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 |
| Loans.....                |          |          |          |          | 2,500    |
| Accounts payable.....     |          |          |          |          | 1,135    |
| Profit and loss (surplus) | 13,813   | 14,553   | 11,101   | 11,921   | 18,548   |
| Total.....                | \$88,813 | \$89,553 | \$86,101 | \$86,921 | \$97,184 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 5 motor cars, 2 freight cars, 1 service car, 1 snow plow; 150 H. P. station plant; Noyes engines, Gen. Elec. dynamos and motors, Laclede cars, McGuire trucks.

OFFICERS.—Pres. George L. Lewis, V. Pres. E. C. Longnecker, Sec. S. Mann, Treas. Gen. Man. & Supt. L. L. Grove, Ch. Engr. & Elec'n. Chas. Blocher.

DIRECTORS.—George L. Lewis, S. Mann, L. L. Lewis, Jr., L. L. Lewis, Drake Perry, Wm. Carroll, James Chalmers, L. L. Grove.

GENERAL OFFICE, Williamsville, N. Y.

REFERENCE.—Description of park, (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903.

## YONKERS.

Population in 1880, 18,892, in 1890, 32,033, in 1900, 47,931.

**The Yonkers Railroad Co.**—Chartered Mar. 30, 1896, as a consolidation of the Yonkers R. R. Co., the North & South Electric Ry. Co. and the Yonkers & Tarrytown Electric R. R. Co. Annual meeting second Monday in Jan. The capital stock of this company is owned by the Union Ry. Co., of New York City, and the road is part of the system of the Third Ave. R. R. Co., which guarantees the principal and interest of the bonds, \$1,000,000.

CAPITAL STOCK, authorized and issued, \$1,000,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$1,000,000; dated Apr. 1, 1896, due 1946; int. payable Apr. and Oct.

## OPERATION.—Year ending June 30,

|                         | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass....  | \$115,851 | \$153,560 | \$176,379 | \$188,511 | \$220,687 |
| " other sources..       | 416       | 1,085     | 1,015     | 992       | 1,094     |
| " total.....            | 116,267   | 154,645   | 177,394   | 189,503   | 221,781   |
| Operating expenses....  | 78,582    | 109,714   | 114,956   | 149,693   | 187,494   |
| Earnings from operation | 37,685    | 44,931    | 62,438    | 39,809    | 34,287    |
| Deduct. from earnings.  |           |           |           |           |           |
| Interest on bonds...    | 30,000    | 50,000    | 50,000    | 50,000    | 50,000    |
| " loans...              | 1,405     | 598       | 1,335     |           |           |
| Taxes.....              | 4,580     | 6,621     | 9,960     | 10,447    | 11,746    |
| Net income.....         | 1,700     | †12,288   | 1,143     | †20,238   | †27,459   |
| Total deficit.....      | 9,785     | 28,179    | 28,171    | 48,182    | 75,643    |
| † Deficit.              |           |           |           |           |           |

## OPERATING EXPENSES.

| Year ending June 30, 1902.              |           |
|-----------------------------------------|-----------|
| General expenses.....                   | \$ 44,287 |
| Transportation expenses.....            | 119,492   |
| Maintenance of way and structures ..... | 6,170     |
| "    " equipment.....                   | 17,544    |
| Total.....                              | \$187,494 |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending June 30,          | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....       | 2,309,239 | 3,527,578 | 5,628,489 | 4,403,741 |
| Transfer pass. car. (estim'd) | 700,000   | 1,402,560 | 1,860,768 | 2,732,894 |
| Car miles run.....            | 737,485   | 1,004,297 | 1,176,399 | 1,498,662 |
| Total receipts per car mile.  | \$ .209   | \$ .176   | \$ .161   | \$ .148   |
| Op. expenses per car mile..   | .121      | .114      | .127      | .125      |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                                   | 1899.       | 1900.       | 1901.       | 1902.       |
|-------------------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip....                | \$2,062,787 | \$2,100,666 | \$2,234,480 | \$2,325,697 |
| Current assets.....                       | 482         | 20          | 249         | 1,208       |
| Cash assets.....                          | 4,578       | 20,478      | 10,679      | 13,084      |
| Materials and supplies....                | 508         | 430         | 3,156       | 7,272       |
| Profit and loss (deficit)....             | 28,179      | 28,171      | 43,184      | 75,643      |
| Total.....                                | \$2,096,534 | \$2,149,765 | \$2,296,748 | \$2,422,905 |
| LIABILITIES.                              |             |             |             |             |
| Capital stock.....                        | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Funded debt.....                          | 1,000,000   | 1,000,000   | 1,000,000   | 1,000,000   |
| Taxes.....                                |             |             | 1,644       | 9,797       |
| Interest on funded and unfunded debt..... | 12,500      | 13,125      | 12,500      | 12,500      |
| Other companies.....                      |             |             | 266,486     | 392,179     |
| Accounts payable, etc.....                | 84,034      | 132,147     | 15,673      | 6,735       |
| Other liabilities.....                    |             | 4,493       | 444         | 1,605       |
| Total.....                                | \$2,096,534 | \$2,149,765 | \$2,296,748 | \$2,422,905 |

PLANT AND EQUIPMENT.—Miles of track (electric), 28.77; gauge, 4 ft. 8½ in.; 65 lb. to 90 lb. T, tram and girder rail; 58 motor cars; Ball & Wood engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Stephenson and Brill cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thos. W. Olcott, Supt. John Daly.

DIRECTORS.—Edward A. Maher, Chas. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., Renne Martin, Wm. G. Starratt, New York City; Henry A. Robinson, Yonkers, N. Y.; D. C. Moorehead, Jamaica, N. Y.

GENERAL OFFICE, 204 E. 128th St., N. Y. City, N. Y.

Date of information, Sept., 1902.

For map of road see inset between pages 176 and 177.

## NORTH CAROLINA.

## ASHEVILLE.

Population in 1880, 2,616, in 1890, 10,235, in 1900, 15,000.

**Asheville Electric Co.**—This company is a consolidation of the Intermontane R. R. Co., the Asheville & Biltmore Street Railway & Transportation Co., the Asheville Street R. R. Co., and the electric lighting and power companies of Asheville.

OFFICERS.—Pres. E. Rankin, Sec. H. W. Plummer, Treas. H. M. Francis, Schenectady, N. Y.; Gen. Supt. G. E. Clafin.

GENERAL OFFICE, Asheville, N. C.

Date of information, Jan., 1903.

**Asheville Street Railroad Co.**—This is a consolidation of the Asheville Street Ry. Co. and the Asheville Light & Power Co., and is a part of the Asheville Electric Co.'s system.

CAPITAL STOCK.—Common stock, issued, \$100,000.

6 p. c. cumulative preferred stock, issued, \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, \$50,000, issued, \$26,500, dated July 1, 1888, due 1918; int. payable Jan. and July, at Atlantic Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, \$73,500; dated July 1, 1893, due 1903; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. center-bearing and T rail; 20 cars, of which 19 are motor cars and 1 trail car; 225 H. P. Armington & Sims engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. J. Rankin, Sec. & Treas. H. M. Francis, Schenectady, N. Y.; Supt. Geo. E. Clafin.

Date of information, Jan., 1903.

**Asheville & Weaverville Electric Railway & Power Co.**—This company has commenced construction work on an electric railway connecting Asheville and Weaverville, to carry passengers and freight. The road is not yet completed, only partially graded.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars and 8 freight cars.

GENERAL OFFICE, Asheville, N. C.

Date of information, Mar., 1903.

## CHARLOTTE.

Population in 1880, 7,094, in 1890, 11,555, in 1900, 21,200.

**Charlotte Electric Railway, Light & Power Co.**—This company operates the property owned by the Charlotte Consolidated Construction Co. In Jan., 1896, the electric lighting interests of Charlotte were merged with the street railway interests.

CAPITAL STOCK, authorized, \$100,000, issued, \$60,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, \$100,000; dated Jan. 1, 1892, due 1922; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1892, expire in 1920. The company has right of way on all streets in the city.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.3; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 20 motor cars; A. & S. engines, Sprague dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. Treas. & Pur. Agt. E. D. Latta, V. Pres. E. B. Springs, Sec. J. L. Chambers, Audr. Chas. W. Jones, Gen. Man. & Supt. F. D. Sampson, Ch. Engr. W. F. Holmes, Ch. Elec. J. Fischer.

DIRECTORS.—E. D. Latta, E. B. Springs, F. B. McDowell, J. L. Chambers, M. A. Bland.

GENERAL OFFICE, Charlotte, N. C.

POWER STATION, Dilworth, N. C.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01 p. 187.

Date of information, Jan., 1903.

## DURHAM.

Population in 1900, 6,679. Total population, 25,000.

**Durham Traction Co.**—This company operates an electric railway and furnishes power and electric lighting; also manufactures ice; plants consolidated in one power house. The railway serves a population of 25,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 16 cars.

OFFICERS.—Pres. R. H. Wright, V. Pres. J. S. Carr, Sec. & Treas. J. S. Manning, Audr. R. L. Lindsey, Pur. Agt., Man. & Elec. Engr. W. W. S. Butler, Supt. B. B. Bumgardner, Ch. Engr. of Power Station, E. McNish, Mast. Mech, Thos. Carington.

DIRECTORS.—R. H. Wright, J. S. Carr, J. S. Manning, H. A. Foushee, Samuel Register.

GENERAL OFFICE, Wright Building, Durham, N. C.

Date of information, Mar., 1903.

## HENDERSONVILLE.

Population in 1880, 554, in 1890, 1,216, in 1902 (local estimates), 2,200.

**Hendersonville Street Railway Co.**—This company has no debts, bonds, mortgages or dividends, but does a paying business, and is planning to build a 3 mile extension and equip the line electrically.

CAPITAL STOCK, \$6,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 horses, 3 cars; Stephenson cars.

OFFICER.—Owner & Gen. Man. S. V. Pickens.

GENERAL OFFICE, 1 S. End Main St.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01 p. 186.

Date of information, July, 1902.

## RALEIGH.

Population in 1880, 9,255, in 1890, 12,678, in 1900 (with suburbs local estimate), 25,000.

**The Raleigh Electric Co.**—On Dec. 31, 1896, the power house and car barns and their contents were destroyed by fire with a loss of \$50,000, of which \$12,000 was covered by insurance. The company at once commenced to rebuild the power house so as to continue the operation of the lines. The company furnishes power and incandescent lights, and has the contract for lighting the streets with arc lights.

CAPITAL STOCK, authorized, \$150,000, issued, \$75,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds outstanding, \$75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T and 73 lb. girder rail; 10 motor cars; Ball and Fitchburg engines; 600 H. P. station plant; also leases the water power station of the Raleigh Ice & Electric Co., 6 miles from Raleigh; West. dynamos, 400 K. W. Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. & Pur. Agt. Wm. J. Andrews, V. Pres. Alf. A. Thompson, Sec. F. B. Royster, Treas. F. H. Briggs, Ch. Engr. Geo. L. Womble.

GENERAL OFFICE, cor. Jones and West Sts., Raleigh.

Date of information, Mar., 1903.

Please note date of information at end of each report.

## WILMINGTON.

Population in 1880, 17,350, in 1890, 20,056, in 1900, 20,976.

**The Consolidated Railways, Light & Power Co.**—This is a consolidation, effected in Apr., 1902, of The Wilmington Street Railway Co., which was chartered Mar., 1887, for 50 years, the Wilmington Gas Light Co., Wilmington Electric Light Co., the Dummy line, and the Wilmington Seacoast R. R.

**CAPITAL STOCK.**—Common stock, authorized and issued, \$350,000; par value, \$100 per share; preferred stock, authorized, \$150,000, issued, \$100,000; par value \$100 a share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$600,000, issued, \$400,000; dated Jan. 1, 1902, due 1932; int. payable Jan. and July; at office of Safe Deposit & Trust Co., of Baltimore, Md., trustee of mortgage.

**NOTE.**—\$200,000 additional bonds can be issued when trustee has been shown that the net earnings are 50 p. c. in excess of interest on \$500,000; the remaining \$100,000 can be issued when trustee has been shown that net earnings are 50 p. c. in excess of interest on \$600,000. Bonds not subject to call. All underlying bonds have been retired. \$50,000 of the preferred stock are held for extensions, etc.

**OPERATION.**—Year ending Dec. 31,

|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|-----------------------------|----------|----------|----------|----------|-----------|
| Gross receipts.....         | \$45,253 | \$46,108 | \$50,398 | \$51,856 | \$126,425 |
| Operating expenses.....     | 28,924   | 32,107   | 35,552   | 37,086   | 89,567    |
| Earnings from operation.... | 16,329   | 14,001   | 14,846   | 14,770   | 36,857    |
| Interest.....               |          |          |          |          | 17,160    |
| Net income.....             |          |          |          |          | 19,697    |

**PLANT AND EQUIPMENT.**—Miles of track, 16.7; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 19 cars; 450 H. P. station plant; Ball engines, Gen. Elec. dynamos, Gen. Elec. & West motors, Stephenson and Jackson & Sharp cars; Peckham and Stephenson trucks.

**OFFICERS.**—Pres. Hugh Mac Rae, V. Pres. M. F. H. Gouverneur, Sec. H. Wolcott, Treas. R. J. Jones, Gen. Man. A. B. Skelding, 31 Nassau St., New York; Pur. Agt. & Cons. Engr. W. W. Randolph, 31 Nassau St., New York; Ch. Engr. of Power Sta. W. W. Thigpen.

**GENERAL OFFICE,** Wilmington, N. C.

Date of information, Mar., 1903.

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## WINSTON-SALEM.

Population of Winston and Salem in 1880, 4,194, in 1890, 10,729, in 1900, 10,008.

**The Fries Manufacturing & Power Co.**—This is the successor to the Winston-Salem Ry. & Electric Co., which was chartered Jan. 27, 1891, for 90 years. Annual meeting second Tuesday in Apr. This is a consolidation of the Winston Electric Light & Power Co. and the Winston-Salem Street Ry. Co. The charter conveys exclusive right of operation in Winston and Salem.

**CAPITAL STOCK.**—Common, authorized, \$600,000, issued, \$574,600, in treasury, \$25,400; preferred, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$500,000, issued, \$450,000; dated Jan. 1, 1900, due 1940; denom., \$1,000; int. payable Jan. and July, at office of The North American Trust Co., of New York, trustee of mortgage.

**NOTE.**—This mortgage covers all the properties owned and controlled by the Fries Mfg. & Power Co., which include power, gas and ice manufacturing plants, and may be called for payment by lot at a price of 110 and accrued interest after ten years.

**OPERATION.**—Year ending Nov. 30,

|                               | 1901.    | 1902.     |
|-------------------------------|----------|-----------|
| Gross receipts.....           | \$87,847 | \$103,660 |
| Operating expenses.....       | 62,844   | 68,344    |
| Earnings from operation.....  | 25,003   | 35,316    |
| Deductions from earnings..... |          |           |
| Interest on bonds.....        | 22,500   | 22,500    |
| Net income.....               | 2,503    | 12,816    |
| Total surplus account.....    | 4,473    | 17,288    |

## STATISTICS OF TRAFFIC.

Year ending Nov. 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 752,675 |
| Transfer passengers carried.....     | 126,373 |
| Car miles run.....                   | 335,444 |
| Total receipts per car mile.....     | \$ .309 |
| Operating expenses per car mile..... | .204    |

**BALANCE SHEET.**—Dated Nov. 30,

| ASSETS.                                | 1901.     | 1902.     |
|----------------------------------------|-----------|-----------|
| Franchises.....                        | \$ 50,000 | \$ 50,000 |
| Real estate & water rights.....        | 21,519    |           |
| Yadkin River power plant.....          | 236,454   | 263,491   |
| Railway and elec. plant equipment..... | 265,385   | 276,606   |
| Ice plant.....                         | 39,283    | 39,529    |
| Accounts receivable.....               | 11,902    | 12,577    |
| Material and supplies.....             | 6,206     | 5,458     |
| Cash.....                              | 1,330     | 738       |
| Gas plant.....                         |           | 1,428     |
| Total.....                             | \$632,079 | \$649,918 |

## LIABILITIES.

|                                | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|
| Preferred capital stock.....   | \$100,000 | \$100,000 |
| Funded debt.....               | 450,000   | 450,000   |
| Bills payable.....             | 43,500    |           |
| Accounts payable.....          | 15,422    | 63,944    |
| Interest on bonds.....         | 11,250    | 11,250    |
| Contingent fund.....           | 7,435     | 7,435     |
| Profit and loss (surplus)..... | 4,473     | 17,288    |
| Total.....                     | \$632,079 | 649,918   |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9.38; gauge, 4 ft. 8½ in.; 70 lb. Johnson girder rail; 19 motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. & Pur. Agt. H. E. Fries, V. Pres. Wm. A. Blair and H. W. Fries, Sec. & Treas. B. J. Pfohl, Gen. Man., Supt. & Ch. Engr. J. Sigg.

**DIRECTORS.**—H. E. Fries, H. W. Fries, C. B. Watson, J. W. Hanes, W. A. Lemly, F. H. Fries, C. D. Ogburn, J. W. Fries, J. A. Vance, Clement Manly, J. C. Bessent, W. A. Whitaker, W. A. Blair, Joseph Jacobs, N. S. Wilson, E. E. Gray, W. M. Nissen, F. C. Brown, R. B. Haines, Jr.

**GENERAL OFFICE,** Winston-Salem, N. C.

**REFERENCE.**—Description of park, XVII, Apr. 6, '01, p. 434.

Date of information, Mar., 1903.

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## NORTH DAKOTA.

## FARGO.

Population in 1900, 1,200, Moorhead, 4,500.

**Fargo & Moorhead Street Railway Co.**—This company has 10 miles of electric railway under construction.

**CONTEMPLATED PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 10 cars.

**OFFICERS.**—Pres. T. C. von Storch, Scranton, Pa.; V. Pres. M. E. McDonald, Scranton, Pa.; Sec. G. H. Rice, Scranton, Pa.; Treas. R. H. Patterson, Scranton, Pa.; Gen. Man., Pur. Agt., Ch. Engr. & Elec. Geo. E. Moffat, Fargo.

Date of information, Mar., 1903.

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## OHIO.

## AKRON.

Population in 1890, 27,601, 1900, 42,728, 1902, (local estimates), 50,000.

**Northern Ohio Traction & Light Co.**—Chartered July 12, 1899. This is a reorganization of the Northern Ohio Traction Co., which was a consolidation of the Akron, Bedford & Cleveland R. R. of Cleveland O., the Akron Traction & Electric Co., and the Akron & Cuyahoga Falls Rapid Transit Co.

**CAPITAL STOCK,** authorized \$7,500,000, issued \$6,500,000.

**FUNDED DEBT.**—Consolidated mortgage 4 p. c. and 5 p. c. bonds, authorized, \$7,500,000, issued \$2,750,000 in escrow (See Note) \$3,000,000; in treasury, \$1,750,000; dated Jan. 1, 1903, due 1933; int. payable Jan. and July, at office of the Savings & Trust Co., of Cleveland, O., trustee of mortgage.

Northern Ohio Traction Co.'s consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$3,000,000; coupon but may be registered; dated July 1, 1899, due 1919; denom. \$1,000; int. payable Jan. and July, at offices of Central Trust Co., of New York, or the Dime Savings & Banking Co., of Cleveland, O., trustees of mortgage.

**NOTE.**—Of the consolidated mortgage bonds, \$1,000,000 are 5 p. c. bonds and are reserved to retire the preferred stock of the Northern Ohio Traction Co.; \$3,000,000 are held to retire the underlying bonds of the Northern Ohio Traction Co.; and \$1,750,000 are in the treasury for future extensions and improvements.

Akron, Bedford & Cleveland R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$300,000; dated Sept. 1, 1895, due 1915; denom. \$1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

**OPERATION.**—Year ending Dec. 31,

|                                             | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------------------|-----------|-----------|-----------|-----------|
| Gross receipts.....                         | \$362,701 | \$425,886 | \$617,011 | \$745,043 |
| Operating expenses.....                     | 240,936   | 261,377   | 350,845   | 410,792   |
| Earnings from operation..                   | 121,765   | 164,509   | 266,166   | 334,251   |
| Interest.....                               | 125,000   | 125,000   | 136,162   | 155,067   |
| Net income.....                             | 3,235     | 39,509    | 130,004   | 179,184   |
| Dividends.....                              |           | 36,274    |           | 50,000    |
| Surplus.....                                |           |           |           | 129,184   |
| Per cent. oper. exp. to total receipts..... | 66.40     | 61.37     | 56.86     | 56.5      |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 95; gauge, 4 ft. 8½ in.; 80 lb. T rail and 50 lb. and 70 lb. girder rail; 90 motor cars and 25 trail cars; West., Gen. Elec. and Walker dynamos and motors; Allis engines, Jackson & Sharp and Brill cars.

Please note date of information at end of each report.



**OFFICERS.**—Pres. H. A. Everett, V. Pres. Will Christy, Sec. C. F. Moore, Treas. J. R. Nutt, Gen. Man. Chas. Currie, Gen. Supt. W. H. Douglas, Ch. Engr. T. W. Shelton.

**DIRECTORS.**—H. A. Everett, Will Christy, E. W. Moore, C. W. Wason, B. Mahler, J. R. Nutt, Chas. Currie.

**GENERAL OFFICE,** Akron, O.

**REFERENCES.**—New power house, Vol. XVI, Oct. 6, '00, p. 900; reorganization, Vol. XX, Oct. 11, '02, p. 624.

Date of information, Feb., 1903.

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**Cleveland, Akron & Southern Fast Line Railway.**—This road is under construction, and will be 32 miles in length.

**OFFICERS.**—Pres. C. R. Grant, Akron; V. Pres. Chas. A. Gates, Massillon, O.; Sec. & Treas. Chas. H. Wheeler, Akron; Gen. Man. & Supt. Thos. L. Childs, Akron.

**GENERAL OFFICE,** Akron, O.

Date of information, Jan., 1903.

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### ALLIANCE.

Population in 1880, 4,634; in 1890, 7,607; in 1900, 10,000.

**Stark Electric Railroad Co.**—This company is a consolidation of the Alliance Street Ry. Co., and the Stark Electric Railway Co., and is building 26 miles of electric railway for high speed passenger and freight service. The road will connect Canton, Sebring and Salem, O.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 26; gauge, 4 ft. 8½ in.; 10 cars.

**OFFICERS.**—Pres. C. R. Morley, Cleveland, O.; V. Pres. D. Morison, Cleveland, O.; Sec. & Treas. E. W. Wiehenson, Cleveland, O.; Supt. W. J. Berry, Alliance.

Date of information, Mar., 1903.

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### ASHTABULA.

Population in 1880, 4,445, in 1890, 8,338, in 1900 (local estimates), 12,240.

**Ashtabula Rapid Transit Co.**—Chartered Oct. 7, 1890.

**CAPITAL STOCK,** authorized and issued, \$150,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$75,000; coupon, but may be registered; dated July 1, 1891, due 1911; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. Johnson girder rail; 20 cars, of which 14 are motor cars and 6 trail cars; Buckeye and Russell and Erie engines, Gen. Elec. and West dynamos, Gen. Elec. and West. motors, Brill and Laclede cars.

**OFFICERS.**—Pres. F. B. Wagner, V. Pres. F. J. Wettach, Sec. and Treas. E. W. Savage, Supt. E. R. McDowell.

**DIRECTORS.**—F. B. Wagner, F. J. Wettach, D. B. Wick, E. W. Savage, E. R. McDowell.

Date of information, Mar., 1903.

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**The Pennsylvania & Ohio Railway Co.**—Chartered Mar., 1898, in perpetuity; municipal franchise granted Apr., 1898, for fifty years. Annual meeting second Tuesday in Feb. This road is now completed and runs westward from Conneaut to Ashtabula. In Feb., 1902, the charter was amended to permit the building of a line to Jefferson, which line is now completed.

**CAPITAL STOCK,** authorized, \$700,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$600,000, issued, \$600,000; dated 1901, due 1921; denom. \$500; int. payable Mar. and Oct., also issued, \$100,000, covering ten mile extension of road dated 1902, due 1922; denom. \$500; int. payable as above, at the office of the Citizens Savings & Trust Co. of Cleveland, O., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 26 gauge, 4 ft. 8½ in., 70 lb. rail; 14 cars; 1,500 H. P. station plant.

**OFFICERS.**—Pres. Thos. McGovern, V. Pres. W. F. Stanley, Sec. D. Crowell, Treas. A. F. Galpin, Asst. Treas. H. A. Blyth, Gen. Supt. F. H. Ellsworth.

**DIRECTORS.**—Thos. McGovern, W. F. Stanley, D. Crowell, E. L. Hills, B. W. Baldwin, F. Fortune, C. Lawyer, Thos. Fricker, A. P. Galpin.

**GENERAL OFFICE,** Ashtabula, O.

Date of information, Mar., 1903.

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### BOWLING GREEN.

Population in 1900, 5,067.

**The Lake Erie, Bowling Green & Napoleon Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; gauge 4 ft. 8½ inches.; 2 cars.

**OFFICERS.**—Pres. L. Black, V. Pres. W. Fuller, Treas. A. Fronev Gen. Man. & Pur. Agt. E. H. McKnight, Ch. Engr. of Power Sta. F. Reed.

Date of information, Jan. 1903.

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### CANTON.

Population in 1880, 12,258, in 1890, 26,189, in 1900, 30,677.

**Canton-Akron Railway Co.**—This company is a consolidation of the Canton-Massillon Elec. Ry. Co., which was chartered in 1892, as a consolidation of the Canton Street Ry. Co., the Lakeside Street R. R. Co., and the Canton & Akron Electric Ry. Co. The company owns the local systems in Canton and Massillon and a line connecting the two cities, and has built a new power house.

**CAPITAL STOCK,** common, \$1,000,000; preferred, \$600,000; par value, \$100 per share.

**FUNDED DEBT.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$750,000; dated Mar. 1, 1902, due 1922; int. Mar. and Sept., at office of Knickerbocker Trust Co., New York, trustee of mortgage.

**Lakeview Land & Improvement Co.'s** 5 p. c. bonds, \$73,000.

**NOTE.**—Of the above bonds, \$850,000 are reserved to retire a like amount of the first mortgage 5 p. c. bonds of the Canton-Messillon Electric Ry. Co., and \$400,000 for extensions and improvements.

**OPERATION.**—Year ending Dec. 31, 1902.

Total receipts.....\$202,435  
Operating expenses.....129,283

Earnings from operation.....73,152  
Fixed charges.....70,887

Net earnings.....2,265

**PLANT AND EQUIPMENT.**—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 60 lb. T and 73 lb. girder rail; 35 motor cars and 10 trail cars; Allis-Chalmers engines, Gen. Elec. dynamos, Brill and Stephenson and Jewett cars.

**OFFICERS.**—Pres. W. H. Hoover, New Berlin, O.; Sec. Chauncey Eldridge, Boston, Mass.; Treas. P. L. Saltonstall, Boston, Mass.

**DIRECTORS.**—W. H. Hoover, New Berlin, O.; C. M. Russell, Massillon, O.; P. L. Saltonstall, Chauncey Eldridge, S. Reed Anthony, Boston, Mass.; J. C. Welty, W. A. Lynch, Canton, O.; J. R. Nutt, Cleveland, O.; Geo. W. Rounds, Canton.

**GENERAL OFFICE,** Court House, Canton.

Date of information Mar., 1903.

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**Canton-New Philadelphia Railway Co.**—This company is building an electric railway 24 miles in length.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 24; gauge, 4 ft. 8½ in.; 6 cars.

**OFFICERS.**—Pres. P. L. Saltonstall, 53 State St., Boston, Mass.; Sec. & Treas. C. Eldridge, 53 State St., Boston, Mass.; Gen. Man. Geo. W. Rounds, Canton, O.; Div. Supt. W. J. Goldthwaite Jr., Canal Dover, O.

Date of information, Jan., 1903.

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### CHILLICOTHE.

Population in 1880, 10,938, in 1890, 11,288, in 1900, 15,612.

**Chillicothe Electric Railroad, Light & Power Co.**—Chartered Sept., 1894, to take over the property of the Chillicothe Electric Railway & Lighting Co., which was sold in Sept., 1894, to the General Electric Co.

**CAPITAL STOCK,** authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$75,000; coupon, but may be registered; dated Jan., 1895, due 1925, redeemable after 1920, at the option of the company; denom. \$1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Old Colony Trust Co.

**OPERATION.**—Year ending Jan. 15,

|                                    | 1898.    | 1899.    | 1900.    | 1901.    |
|------------------------------------|----------|----------|----------|----------|
| Receipts from passengers.....      | \$11,824 | \$13,395 | \$15,682 | \$15,993 |
| " " electric lights.....           | 12,531   | 22,395   | 27,088   | 27,710   |
| " " motor earnings....             |          |          | 1,423    | 2,180    |
| " " other sources.....             |          |          | 108      | 17       |
| " total.....                       | 24,355   | 35,790   | 44,301   | 45,900   |
| Operating expenses (inc. taxes)... | 15,575   | 22,448   | 34,612   | 26,070   |
| Earnings from operation.....       | 8,780    | 15,342   | 9,689    | 19,830   |
| Deductions from earnings.          |          |          |          |          |
| Interest on bonds.....             | 3,600    | 3,600    | 4,500    | 4,500    |
| Interest on floating debt.....     |          | 984      | 350      | 776      |
| Taxes.....                         | 556      | 632      |          |          |
| Rentals.....                       | 108      |          |          |          |
| Other deductions.....              |          | 702      | 3,505    |          |
| Net income.....                    | 4,517    | 9,424    | 3,839    | 14,554   |

Please note date of information at end of each report.

## BALANCE SHEET.—Dated Jan. 15,

| ASSETS.                         | 1898.     | 1899.     | 1900.     | 1901.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Treasury bonds on hand.....     |           | \$ 15,000 |           |           |
| Franchise.....                  |           | 30,000    | \$30,000  | \$ 27,000 |
| Real estate and buildings.....  |           | 15,635    | 15,925    | 15,940    |
| Office furniture and fixtures.. |           | 125       | 356       | 356       |
| Cash on hand.....               | 234       | 330       |           | 129       |
| Sundry subscribers.....         |           | 512       | 388       | 337       |
| Overhead lines.....             |           | 35,741    | 37,704    | 38,483    |
| Steam plan.....                 |           | 23,646    | 24,110    | 23,894    |
| Electric plant.....             |           | 28,223    | 31,840    | 33,176    |
| Road bed and track.....         | 39,682    | 36,603    | 37,375    | 37,844    |
| Cars and car equipment.....     |           | 12,429    | 12,505    | 12,569    |
| Insurance accounts.....         |           |           | 102       |           |
| Interest paid in advance.....   |           | 38        |           |           |
| Tools.....                      |           |           |           | 1,419     |
| Profit and loss (deficit).....  |           | 9,641     | 1,382     |           |
| Total.....                      | \$176,007 | \$209,219 | \$191,687 | \$191,149 |
| LIABILITIES.                    | 1898.     | 1899.     | 1900.     | 1901.     |
| Capital stock.....              | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....                | 60,000    | 75,000    | 75,000    | 75,000    |
| Taxes due June.....             |           | 247       |           |           |
| Bills and accounts payable....  | 1,947     | 33,972    | 16,687    | 307       |
| Profit and loss (surplus).....  | 14,060    |           |           | 15,842    |
| Total.....                      | \$176,007 | \$209,219 | \$191,687 | \$191,149 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 56 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Ideal and A. & S. engines, Gen. Elec. dynamos and motors, Barney & Smith and Brownville & Wright cars, McGuire trucks.

OFFICERS.—Pres. Willard A. Story, V. Pres. M. Kramer, Sec. & Treas. Geo. A. Vaughters, Gen. Man. Joseph P. Myers, Ch. Engr. John Drake, Elec'n. Lewis Laube.

DIRECTORS.—Willard A. Story, George A. Vaughters, Joseph P. Myers, John Tomlinson, Michael Kramer, William Poland, C. W. Story.

GENERAL OFFICE, 20 West Second St., Chillicothe, O.

Date of information, Jan., 1903. d

Chillicothe, Mt. Sterling & Columbus Railway Co.—Incorporated Apr. 21, 1900. This company has been succeeded by the Scioto Valley Traction Co.

Date of information, Feb., 1903. z

## CINCINNATI.

Population in 1880, 255,129, in 1890, 296,908, in 1900, 325,902, city and suburbs, 1,400,000.

Cincinnati, Newport & Covington Light & Traction Co.—This company was incorporated Mar. 11, 1902, as a stock holding company to take over the Cincinnati, Newport & Covington Ry. and the Union Heat, Light & Power Co.

Capital Stock.—Common, \$5,000,000; preferred, authorized, 4½ p. c. non cumulative, authorized, \$5,000,000, issued, \$4,300,000, in treasury, \$700,000, to be held for future development and requirements.

Funded Debt.—This company guarantees the bonds described under the Cincinnati, Newport & Covington Ry. Co. (below), together with \$1,500,000 bonds of the Union Light, Heat & Power Co., and \$100,000 bonds of the Bellevue W. F. & G. L. Co.

Dividends.—Oct., 1902, 1 p. c.; Jan. 15, 1903, 1½ p. c.

Officers.—Pres. James C. Ernst, V. Pres. C. W. Wetmore.

Date of information, Mar., 1903. x

Cincinnati, Newport & Covington Railway Co.—Chartered 1892. This is a consolidation of the South Covington & Cincinnati St. Ry. Co., the Newport & Cincinnati St. R. R. Co. and the Cincinnati & Newport St. R. R. Co., all organized under the laws of Ohio. For certain legal reasons the property of this company is operated under the title of the South Covington & Cincinnati Street R. R. Co. In Mar., 1902, the Cincinnati, Newport & Covington Light & Traction Co., was formed to take over this property.

The company has also secured by purchase the entire capital stock of the South Covington & Cincinnati St. Ry. Co. (\$500,000), of the Newport Electric St. Ry. Co. (\$500,000), of the Cincinnati, Covington & Rosedale Ry. Co. (\$100,000), of the Covington & Latonia R. R. Co. (\$50,000) and of the Cincinnati, West Covington & Ludlow Ry. Co.

Capital Stock, authorized and issued, \$4,000,000; par value, \$100 per share.

Funded Debt, \$3,600,000, as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, \$3,000,000, issued, \$2,500,000, in escrow (to retire prior liens described below), \$500,000; coupon, but may be registered; dated July 26, 1892, due July 1, 1922; denom. \$1,000; int. payable Jan. and July, at Western National Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Second mortgage, 5 p. c. gold coupon bonds authorized, \$1,000,000, issued, \$600,000; dated July 1, 1896, due 1922, denom. \$1,000; int. payable Jan. and July, at office of Western National Bank, trustee of mortgage.

## PRIOR LIENS.

South Covington & Cincinnati St. Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$250,000; dated Mar. 1, 1882, due 1912; denom. \$1,000; int. payable Mar. and Sept.; trustee of mortgage, Western National Bank.

South Covington & Cincinnati Street Ry. Co.'s second consolidated mortgage 6 p. c. gold bonds, authorized, \$500,000, cancelled \$100,000, issued, \$400,000, of which \$250,000 are reserved to retire the first mortgage bonds, S. C. & C. S. R. Co., at maturity; dated Jan. 1, 1892, due 1932; denom. \$500 and \$1,000; int. payable Jan. and July, at German National Bank, of Covington, Ky.; trustee of mortgage, Cincinnati S. D. & Tr. Co.

Newport & Dayton St. Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, \$100,000; dated Aug. 1, 1887, due 1917.

Note.—The consolidated mortgage covers all the property, treasury assets and franchises of the company including the capital stocks of the five Kentucky companies above named, which have been actually transferred on the books of the respective corporations to the Farmers' Loan & Trust Co., of New York, trustees under said mortgage, and the mortgage provides that upon default in payment of any of the interest coupons, or upon failure to comply with the conditions of the mortgage, the trustee may, at the request of the holders of the majority of the bonds at the time outstanding, without resorting to foreclosure of the mortgage, take possession of the properties of the respective railroads through its stock ownership, as trustees, and either operate them for the equal benefit of all the bondholders or sell the same at public sale as the majority of the bondholders may direct. As additional security, all the Kentucky corporations above named have executed and delivered to the Farmers' Loan & Trust Co., trustee, their agreements, respectively binding them to not in any way sell, dispose of, pledge, mortgage or encumber any of their rights, franchises or privileges, property, roads, roadbeds or appurtenances of any kind now owned, or which may be hereafter acquired and these agreements have been duly recorded in the proper record offices of Kentucky.

Franchises.—The Kentucky corporations above named hold valuable privileges obtained from the legislature by special charters, and the franchises over the principal thoroughfares are perpetual. By the payment of moderate annual sums the respective companies are relieved of all special taxes for street improvements, paving, etc. Through the Ohio corporations the company owns the right to operate street railways through and around Fountain Square, in Cincinnati, and to connect with the various bridges spanning the Ohio River.

## Operation.—Year ending Dec. 31,

|                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.       |
|----------------------|-----------|-----------|-----------|-----------|-------------|
| Gross receipts.....  | \$681,672 | \$713,386 | \$783,588 | \$819,206 | \$1,103,995 |
| Operating expenses.. | 302,201   | 286,234   | 321,639   | 335,048   | 610,444     |
| Earnings from oper.. | 379,471   | 427,152   | 461,949   | 484,158   | 493,551     |
| Deduc. from earnings | 318,144   | 332,943   | 359,769   | 338,578   | 255,873     |
| Net income.....      | 61,327    | 94,209    | 102,180   | 145,580   | 237,677     |

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31,      | 1898.      | 1899.      | 1900.      | 1901.      |
|---------------------------|------------|------------|------------|------------|
| Passengers carried....    | 13,698,353 | 14,369,128 | 15,779,223 | 16,681,060 |
| Car miles run.....        | 3,236,498  | 3,201,165  | 3,325,152  | 3,310,345  |
| Total refts. per car mile | \$ .208    | \$ .222    | \$ .235    | \$ .247    |
| Oper. exp. per car mile   | .093       | .08        | .096       | .101       |

Plant and Equipment.—Miles of track (electric), 56; gauge, 5 ft. 2½ in.; 60 lb. and 80 lb. T and girder rail; 127 motor cars; Cleveland S. B. Co., C. & G. Cooper Co. and West. engines, 4,000 H. P. generators, 3,200 H. P. Stirling boilers; West. dynamos and motors, Brownell and St. Louis cars.

Officers.—Pres. James C. Ernst, V. Pres. J. Fleischmann, Sec. & Treas. G. M. Abbott, Supt. Jas. R. Ledyard, Supt. of Power Station & Machinery E. Darrow.

Directors.—James C. Ernst, Robert A. Orr, Julius Fleischmann, James M. Hutton, Joseph S. Trevor, Chas. M. Thurnauer, Henry Burkhold.

General Office, 4th and Scott Sts., Covington, Ky.

Date of information, Jan., 1903. x

Cincinnati Street Railway Co.—Chartered July 1, 1859, and charter renewed June 21, 1880. Municipal franchises were granted in 1896 for 50 years. Annual meeting, last Wednesday in July. On Aug. 1, 1896, the Mt. Adams & Eden Park Inclined Ry. Co., the Mt. Auburn Cable Ry. Co., and the Pendleton, Mt. Lookout & East Walnut Hill Ry. Co. were consolidated with this company. This company was leased to the Cincinnati Traction Co., Feb. 21, 1901.

Capital Stock, authorized, \$20,000,000; issued, \$18,011,450; par value, \$50 per share.

Funded Debt.—Outstanding, \$724,500, and consists of the following bond issues of constituent companies:

Mt. Adams & Eden Park Inclined Ry. Co.'s consolidated mortgage 5 p. c. coupon bonds, authorized, \$850,000, outstanding, \$463,500; dated Mar. 1, 1886, due 1906; denom. \$500 and \$1,000; int. payable Mar. and Sept., at First Nat'l Bank, of Cincinnati, O.

**Mt. Adams & Eden Park Inclined Ry. Co.**'s first mortgage 6 p. c. coupon bonds, authorized, \$300,000, outstanding, \$95,000; due Oct. 1, 1905; denom. \$1,000; int. payable Apr. and Oct., at First Nat'l Bank, of Cincinnati, O.

**Mt. Auburn Cable Ry. Co.**'s first mortgage 5 p. c. coupon bonds, authorized, \$200,000, outstanding, \$166,000; dated June 1, 1887, due 1907; int. payable June and Dec., at office of company.

**Dividends.**—Payable quarterly in Jan., Apr., July and Oct. 5½ p. c. in 1901; 5½ p. c. in 1902; 5½ p. c. in 1903, commencing July 1; 6 p. c. in 1904, commencing July 1, and thereafter.

**Officers.**—Pres. John Kilgour, Sec. & Treas. Jas. A. Collins.

**Directors.**—John Kilgour, Matthew Ryan, George Bullock, Frank J. Jones, Nat. Henschman Davis, Stephen R. Burton, Charles H. Kilgour.

**General Office,** Telephone Building.

Date of information, Jan., 1903. z

**Cincinnati Traction Co.**—Incorporated Feb. 19, 1901, to acquire the properties of the Cincinnati Street Ry. Co. and other electric railway properties. This company leases the property of the Cincinnati Street Ry. Co. at a rental of 5½ p. c. on the capital stock for the first year, 5½ p. c. for the second year, 5½ p. c. for the third year, and 6 p. c. for the fourth year and thereafter.

**Capital Stock,** authorized, \$2,000,000.

**Operation.**—Year ending Apr. 30, 1902.

Receipts from passengers.....\$3,315,751  
" " other sources..... 35,997

Total receipts.....\$3,351,748

**Plant and Equipment.**—Miles of track, 210; operated by electricity, 203; by cable, 7; gauge, 5 ft. 2½ in.; 70 lb. to 96 lb. girder rail; 1,211 cars, of which 72 are cable cars, 1,091 motor cars and 48 miscellaneous. Gen. Elec. and Siemens dynamos. Gen. Elec., West. and Card motors.

**Officers.**—Pres. W. Kesley Schoepf, Chairman of Executive Committee Hugh J. McGowan, V. Pres. J. B. Foraker, Jr., Sec. S. C. Cooper, Treas. & Asst. Gen. Man. Dana Stevens, Audr. W. H. MacAlister.

**Directors.**—Randal Morgan, H. J. McGowan, W. Kesley Schoepf, William T. Irwin, Harry M. Levy, W. L. Elkins, Peter A. B. Widener, J. B. Foraker, Jr., David G. Edwards, Wm. Cooper Proctor, Wm. M. Greene.

**General Office,** Cincinnati, O.

Date of information, Mar., 1903. z

**Mill Creek Valley Street Railroad Co.**—Chartered in 1898, as a reorganization of the Cincinnati, Hamilton, Middletown & Dayton Street R. R. Co. This road has been purchased by the Cincinnati Interurban Co.

**Capital Stock.**—Common stock authorized, \$1,000,000; par value, \$100 per share.

5 p. c. cumulative preferred stock, authorized, \$750,000; par value, \$100 per share.

**Funded Debt.**—None.

Date of information, Jan., 1903. d

**Cincinnati Interurban Co.**—This company is a consolidation of the Mill Creek Valley and Hamilton, Glendale & Cincinnati Traction Co.

**Plant and Equipment.**—Miles of track (electric), 30; gauge, 5 ft. 2½ in.; 50 cars.

**Officers.**—Pres. Geo. H. Warrington, V. Pres. J. B. Foraker, Jr., Sec. S. C. Cooper, Treas. W. H. MacAlister, Audr. C. F. Callaway, Pur. Agt. J. H. Schoepf, Supt. H. G. Gilpin, Mast. Mech. Robert Dunning.

**General Office,** Hartwell, Hamilton Co., Ohio.

**Power Station,** Hartwell, O.

Date of information, Mar., 1903. z

**Cincinnati, Lawrenceburg & Aurora Electric Street Railroad Co.**—This company was incorporated in Nov., 1898, to construct an electric railway connecting Cincinnati with Aurora, Rising Sun, Lawrenceburg and Harrison. In Nov., 1899, the line was placed in operation from Anderson's Ferry to Aurora and Harrison.

**Capital Stock,** \$750,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, \$750,000; dated 1899, due 1919; denom. \$1,000; int. payable June and Dec., at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 41.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars; 1,300 H. P. station plant; Hamilton Corliss engines, 2 400 K. W. West. generators, Gen. Elec. motors.

**Officers.**—Pres. J. C. Hooven, Sec. Stanley Shaffer, Treas. & Gen. Man. C. E. Hooven, Engr. P. Hanns, Elec. Geo. Bender.

**Directors.**—J. C. Hooven, C. E. Hooven, S. Shaffer, A. B. Voorheis, J. G. Schmidlapp.

**General Office,** Anderson's Ferry, Cincinnati, O.

**Power Station,** North Bend, O.

Date of information, Mar., 1903. z

**The Price Hill Inclined Plane Railroad Co.**

**Capital Stock,** \$75,000.

**Plant and Equipment.**—Two inclined planes each 800 ft. long; gauge, 5 ft. 6 in.; 60 lb. and 85 lb. T rail; 4 cars.

**Officers.**—Pres. & Gen. Man. Rees E. McDuffie, Sec. & Treas. Geo. T. McDuffie.

**General Office,** Price Hill.

Date of information, Mar., 1903. z

**Cincinnati & Eastern Railway Co.**—This road is now a part of the Interurban Railway & Terminal Co., of Cincinnati, O.

Date of information, Mar., 1903. z

**The Interurban Railway & Terminal Co.**—This is a consolidation of the Cincinnati & Eastern Electric Ry. Co., the Suburban Traction Co., the Rapid Ry. Co., and the Interurban Terminal Co. Annual meeting, second Tuesday in Nov.

**Capital Stock,** authorized and issued, \$2,500,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized, \$2,500,000; dated Jan. 1, 1903, due 1928; denom. \$500 and \$1,000; int. payable quarterly, at office of Cincinnati Trust Co., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 101.24, of which 73.38 miles are on private right-of-way; gauge, 5 ft. 2½ in.; 70 lb. T rail, 96 lb. girder rail; 47 motor cars; station plant No 1, 3,800 H.P., No. 2, 2,000 H. P.; Buckeye engines, West dynamos and motors; St. Louis cars and trucks.

**Officers.**—Pres. & Gen. Man. G. R. Scrugham, 1st V. Pres. Lee H. Brooks, 2d V. Pres. Ellis G. Kinkead, Sec. W. E. Hutton, Treas. John M. Kennedy, Supt. B. E. Merwin, Ch. Eng. F. H. Talbot.

**Directors.**—G. R. Scrugham, Lee H. Brooks, Ellis G. Kinkead, Chas. H. Davis, John M. Kennedy, W. E. Hutton, Guy W. Mallon, Geo. H. Worthington.

**General Office,** Interurban Terminal Station, Cincinnati, O.

**Power Station,** No. 1, Coney Island; No. 2, So. Lebanon, O.

**References.**—Description of station, Vol. XX, Aug. 30, '02, p. 270 (ill.) consolidation, Vol. XX, Nov. 15, '02, p. 819.

Date of information, Mar., 1903. z

**Cincinnati, Georgetown & Portsmouth Railroad Co.**—This company formerly operated a steam railroad, but has changed it to an electric and steam road, carrying passengers by electricity, and freight by steam.

**Plant and Equipment.**—Miles of track 45; gauge, 4 ft. 8½ in. and 5 ft. 2 in.; 16 cars.

**Officers.**—Pres. A. W. Comstock, Cincinnati; V. Pres. W. B. Todd, Cincinnati; Sec. & Treas. R. E. Field, Gen. Supt. E. M. Stevens, Ch. Engr. James Bryan.

**Power Station,** Olive Branch, O.

**References.**—Change to electric power, Vol. XXI, Feb. 21, '03, p. 286, (ill.).

Date of information, Mar., 1903. z

**Cincinnati, Hamilton & Dayton Traction Co.**—This company is controlled by the Cincinnati, Hamilton & Dayton Co., which is a steam railroad company.

**Plant and Equipment.**—Miles of track (electric), 2; 6 cars.

**Officers.**—Pres. D. G. Edwards, Sec. & Pur. Agt. G. R. Balch, Treas. F. H. Short, Man. C. G. Waldo.

Date of information, Mar., 1902. z

**Cincinnati, Milford & Loveland Traction Co.**—This company has 40 miles of electric railway under construction, and owns the Cincinnati, Milford & Goshen Traction Co.

**Plant and Equipment.**—Miles of track (electric), 40; gauge 5 ft. 2½ in.; 16 cars.

**Officers.**—Pres. B. H. Kroger, V. Pres. & Gen. Man. J. M. Wilson, Sec. & Treas. J. N. Roberts.

**General Office.**—Chamber of Commerce, Cincinnati, O.

**Power Station,** near Camp Dennison.

Date of information, Jan., 1903. d

**Rapid Railway Co.**—This road is now a part of the Interurban Railway & Terminal Co., of Cincinnati O.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

## CLEVELAND.

Population in 1880, 160,141, in 1890, 261,353, in 1900, 381,768.

**Cleveland, Elyria & Western Railway Co.**—This company is a consolidation in June, 1900, of the Cleveland, Berea, Elyria & Oberlin Railway Co., the Lorain County St. Railway Co., and the Oberlin & Wellington Railway Co. In Dec. 1902, this company was consolidated with the Cleveland & Southern Ry. Co., and the Norwalk Gas & Electric Co., forming the Cleveland & Southwestern Traction Co.

**Capital Stock**, authorized and issued, \$2,000,000; par value, \$100 per share.

**Funded Debt.**—See Cleveland & Southwestern Traction Co., Cleveland, O.

| Operation.—Year ending Dec. 31, | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|-----------|-----------|
| Gross receipts.....             | \$147,506 | \$179,697 | \$249,260 | \$300,846 |
| Operating expenses.....         | 80,129    | 102,394   | 136,865   | 171,075   |
| Earnings from operation.....    | 67,377    | 77,303    | 112,395   | 129,771   |
| Deductions from earnings.....   | 28,845    | 34,562    | 57,023    | 64,250    |
| Net income.....                 | 38,532    | 42,741    | 55,372    | 65,521    |

**Plant and Equipment.**—See Cleveland & South Western Traction Co.

**General Office**, 614 Garfield Bldg., Cleveland, O.

**Power Stations.**—Elyria and Rockport, O.

**Reference.**—Description of park (brief), XVII, June 1, '01, p.

63. Date of information, Mar., 1903. z

**Cleveland City Railway Co.**—Chartered 1893. Annual meeting in Jan. This is a consolidation of the Woodland Ave. & West Side St. R. R. Co. and the Cleveland City Cable Ry. Co.

**Capital Stock**, authorized, \$9,000,000, issued, \$8,000,000; par value, \$100 per share.

**Funded Debt.**—Cleveland City Cable Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; coupon, but may be registered; dated July 1, 1889, due 1909; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 90; gauge, 4 ft. 8½ in.; 82 lb. to 98 lb. girder rail; 360 motor cars; Globe, Allis and Cooper engines, West. dynamos and motors, Brill, Kuhlman and Jones cars.

**Officers.**—Pres. M. A. Hanna, V. Pres. C. F. Emery, Sec. & Treas. John Ehrhardt, Pur. Agt. W. C. Phelps, Gen. Supt. Geo. G. Mulhern, Ch. Engr. E. J. Cook.

**Directors.**—M. A. Hanna, J. H. Wade, C. F. Emery, C. A. Otis Jr., R. R. Rhodes, Geo. Mulhern, Horace E. Andrews, W. B. Sanders, L. W. Prior.

**General Office**, Western Reserve Bldg.

Date of information, Mar., 1903. z

For map of road see page 204.

**Cleveland Electric Railway Co.**—Chartered Mar. 1, 1893. Annual meeting third Wednesday in Jan. This is a consolidation of the East Cleveland R. R. Co., the Brooklyn Street R. R. Co., the South Side St. R. R. and the Broadway & Newburgh St. R. R. Co.

**Capital Stock**, authorized and issued, \$13,000,000; par value, \$100 per share.

**Funded Debt.**—First consolidated mortgage 5 p. c. gold bonds, authorized (see Note), \$4,350,000, issued, \$1,850,000, in escrow (to retire prior liens described below), \$1,900,000; coupon, but may be registered; dated Mar. 1, 1893, due 1913; denom. \$1,000; int. payable Mar. and Sept., at office of the Central Trust Co., of New York, trustee of mortgage.

## PRIOR LIENS.

East Cleveland R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$1,000,000; dated 1892, due Mar. 1, 1910; denom. \$1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Brooklyn Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$600,000; dated \$300,000 on Sept. 1, 1883, \$300,000 on Sept. 1, 1890, due 1903; denom. \$1,000; int. payable Mar. and Sept.

South Side Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, \$300,000; dated Sept. 1, 1888, due 1903; denom. \$1,000; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

**Note.**—Under the laws of Ohio the stockholders are individually liable for the debts of the company (including mortgage bonds) to an amount equal to the par value of their stock.

The first mortgage bonds are a first lien on the Broadway & Newburgh system and on all extensions and improvements subsequent to the consolidation.

Bonds in excess of \$3,500,000 cannot be issued on the mileage of 1893. Further issues may be made for increase of mileage to the

extent of 85 p. c. of the actual cost of such extensions and of increase of plant, but not in any event exceeding \$25,000 per mile, and only in case the net earnings for the preceding 12 months are equal to at least double the interest on the bonds outstanding and proposed to be issued.

## Operation.—Year ending Dec. 31,

|                                      | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Gross receipts.....                  | \$1,739,332 | \$1,509,003 | \$2,061,505 | \$2,296,898 | \$2,524,949 |
| Operating exp. ....                  | 1,046,593   | 967,045     | 1,121,038   | 1,265,953   | 1,437,643   |
| E'rn'gs fr'm op. ....                | 692,739     | 541,958     | 940,467     | 1,030,945   | 1,087,306   |
| Deduc. from earn. ....               |             |             |             |             |             |
| Interest.....                        | 209,321     | 227,564     | 258,483     | 244,231     | 266,045     |
| Net income.....                      | 483,418     | 313,494     | 681,984     | 786,714     | 821,261     |
| P. c. op. exp. to gross recpts. .... | 60.86       | 64.14       | 54.38       | 55.12       | 56.94       |

**Dividends**, in 1897, 3 p. c.; in 1898, 3½ p. c.; in 1899, 2½ p. c.; in 1900, 4 p. c.; in 1901, 4 p. c.; in 1902, 4 p. c.

**Plant and Equipment.**—Miles of track (electric), 136; gauge, 4 ft. 8½ in.; 62 lb. to 98 lb. girder rail; 546 motor cars; Allis engines, West., Gen. Elec. and Steel Motor Co. dynamos and motors, Brill, Kuhlman, Stephenson and Jones cars.

**Officers.**—Pres. Horace E. Andrews, V. Pres. R. A. Harman, Treas. G. S. Russell, Sec. Henry J. Davies, Gen. Man. J. J. Stanley, Asst. Treas. F. C. Bangs, Audr. W. G. McDole, Elec. Engr. D. F. Carver, Pur. Agt. George A. Stanley, Gen. Supt. Geo. L. Radcliffe.

**Directors.**—Horace E. Andrews, R. A. Harman, James Parmelee, John J. Stanley, Chas. L. Pack, M. T. Herrick, Calvary Morris.

**References.**—Employees' club rooms, Vol. XVI, Mar. 3, '00, p. 239 (ill.); improvements, Vol. XVII, June 1, '01, p. 655 (ill.); description of road (brief), Vol. XIX, Apr. 26, '02, p. 500 (ill.)

Date of information, Mar., 1902. z

For map of road see page 204.

**Cleveland, Painesville & Eastern Railroad Co.**—Chartered Apr. 25, 1895. This company's lines run from Euclid, O., to Painesville, and from Willoughby, O., to Cleveland (opened Apr., 1898), and from Painesville to Fairport, opened in July, 1901.

**Capital Stock**, authorized, \$2,000,000; issued, \$1,556,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; dated Apr. 1, 1896, due 1916; denom. \$1,000; int. payable Apr. and Oct., at office of Cleveland Trust Co., Cleveland, O.; trustees of mortgage, Cleveland Trust Co. and State Trust Co., of New York.

Debenture 6 p. c. coupon bonds, authorized and issued, \$500,000; dated July 1, 1897, due 1907; denom. \$1,000; int. payable Jan. and July, at office of Dime Savings & Banking Co., Cleveland, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, \$2,000,000; issued, \$402,000; in escrow, \$1,000,000; in treasury, \$154,000 (see Note); dated Oct. 1, 1898, due 1918; denom. \$1,000; int. payable Apr. and Oct. at office of Dime Savings & Banking Co., Cleveland, and Colonial Trust Co., of New York City.

**Note.**—\$1,000,000 of the consolidated mortgage bonds are held to retire the first mortgage and the debenture bonds described above at maturity.

## Operation.—Year ending Dec. 31,

|                                  | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------|-----------|-----------|-----------|-----------|
| Gross receipts.....              | \$121,387 | \$141,112 | \$164,971 | \$189,187 |
| Operating expenses.....          | 65,946    | 69,532    | 87,102    | 105,670   |
| Earnings from operation.....     | 55,441    | 71,520    | 77,869    | 83,517    |
| Deductions from earnings.....    |           |           |           |           |
| Interest on bonds.....           | 25,000    | 71,059    | 71,296    | 74,551    |
| Net income.....                  | 30,441    | 461       | 6,573     | 8,966     |
| Total surplus.....               |           |           | 16,515    |           |
| P. c. op. exp. to gross receipts | 54.3      | 49.3      | 52.2      | 55.9      |

**Plant and Equipment.**—Miles of track (electric), 41.86; gauge, 4 ft. 8½ in.; 68 lb. and 90 lb. girder and 70 lb. and 75 lb. T rail; 32 motor cars; Cooper engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

**Officers.**—Pres. Chas. W. Wason, V. Pres. J. A. Biedler, Sec. F. S. Borton, Treas. Charles A. Post, Asst. Sec. G. E. Bender, Supt. J. Jordan.

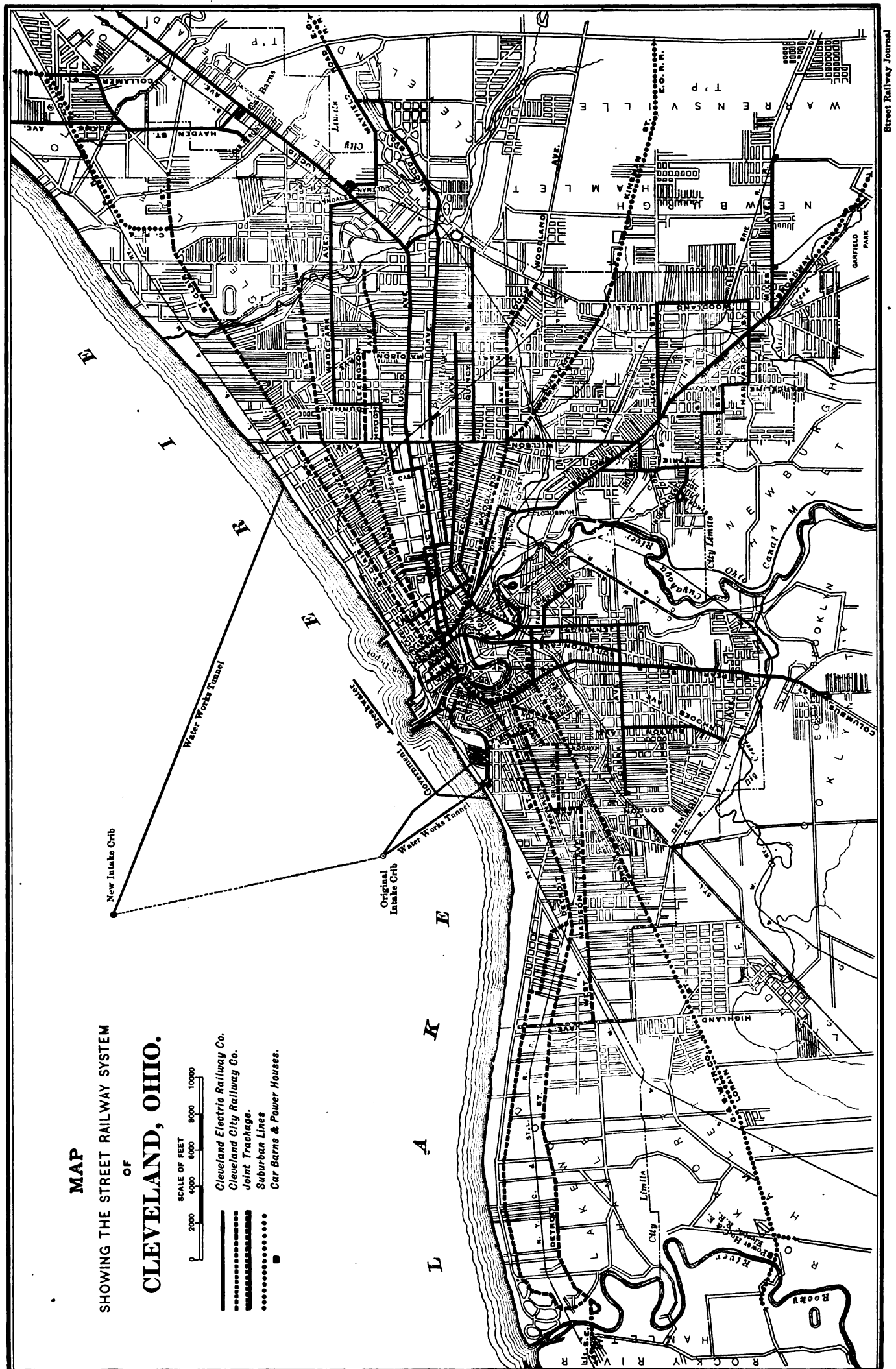
**Directors.**—Chas. W. Wason, J. A. Biedler, H. A. Everett, I. N. Topliff, Fred Storm, Charles A. Post, E. W. Moore.

**General Office**, Willoughby, O.

**Reference.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1903. z

Please note date of information at end of each report.





**Eastern Ohio Traction Co.**—This company was formed on Jan. 20, 1902, to take over the properties of the Cleveland & Eastern Electric R. R. Co., the Cleveland & Chagrin Falls R. R. Co. and the Chagrin Falls & Eastern Electric Ry. Co.

**Capital Stock**, authorized, \$2,500,000; issued, \$1,874,000.

**Funded Debt.**—Consolidated mortgage 5 p. c. coupon bonds, authorized, \$2,500,000; issued, \$706,000; in escrow, \$1,168,000 (See Note); in treasury, \$626,000; dated July 1, 1902, due 1922; denom. \$1,000; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, O., or Standard Trust Co., New York.

**Note.**—Treasury bonds may be issued for extensions and improvements. \$1,168,000 are held to retire all underlying bonds, as follows:

Cleveland & Eastern Co.'s first mortgage 5 p. c. bonds, \$868,000; due July, 1919; int. payable Jan. and July.

Cleveland & Chagrin Falls first mortgage 6 p. c. bonds, \$200,000; due May 1, 1916; int. payable May and Nov.

Cleveland & Chagrin Falls consolidated mortgage 5 p. c. bonds, \$100,000; due Nov. 1, 1920; int. payable May and Nov.

**Operation.**—Year ending Dec. 31, 1902.

|                         |           |
|-------------------------|-----------|
| Total receipts.....     | \$192,252 |
| Operating expenses..... | 110,579   |

|                              |        |
|------------------------------|--------|
| Earnings from operation..... | 81,673 |
| Fixed charges.....           | 66,641 |

|                 |        |
|-----------------|--------|
| Net income..... | 15,032 |
|-----------------|--------|

**Plant and Equipment.**—Miles of track (electric), 95, of which 80 miles are on private right-of-way; gauge, 4 ft. 8½ in.; 30 cars.

**Officers.**—Pres. H. Clark Ford, V. Pres. H. A. Sherwin, Sec. & Treas. W. H. Lamprecht, Audr. F. H. Kirkham, Man. R. L. Andrews, Supt. Joseph O'Hara, Ch. Engr. E. C. Stakes.

**General Office**, 454 Erie St., Cleveland, O.

**Reference.**—Freight system, Vol. XIX, May 31, '02 p. 652, (ill.).

Date of information, Mar., 1903. z

**Cleveland & Southwestern Traction Co.**—Chartered in Dec., 1902, as a consolidation of the Cleveland, Elyria & Western Ry. Co., the Cleveland & Southern Ry. Co., and the Norwalk Gas & Electric Co. The company operates from the city limits of Cleveland to Berea, Elyria, Oberlin, Wellington, Norwalk, North Amherst, Lorain, Medina, Chippewa Lake, Seville, Creston and Wooster. The company has a traffic agreement with the Cleveland City Ry. Co. to run over its tracks into Cleveland. Annual meeting second Tuesday in Jan.

**Capital Stock**, common, authorized and issued \$3,000,000; preferred, authorized, \$2,000,000; issued \$1,800,000, 5 p. c. cumulative.

**Funded Debt.**—Consolidated mortgage bonds, authorized, \$3,000,000 of which \$2,200,000 are held to retire all of the underlying bonds of company, (see list below), and \$800,000 are in treasury for extensions and improvements; dated Feb. 1, 1903, due 1923; int. payable Feb. and Aug., at office of Federal Trust Co., Cleveland, O. These bonds may be called for payment after 10 years at 105 and accrued interest.

Cleveland Elyria & Western Ry. Co.'s first mortgage, 5 p. c. gold bonds, authorized, \$1,500,000; issued, \$1,073,000; held in escrow to retire all prior liens, \$427,000; dated Aug. 1, 1900 due 1920; denom. \$1,000; subject to call on and after 1910; int. payable Feb. and Aug., at office of Western Reserve Trust Co., of Cleveland, trustee of mortgage.

Cleveland, Berea, Elyria & Oberlin Railway Co.'s first mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$127,000; dated Mar. 1, 1899, due, 1919, denom. \$1,000; subject to call on and after 1909, int. payable Mar. and Sept., at office of Cleveland Trust Co., trustee of mortgage.

Cleveland & Elyria Electric R.R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$200,000; dated May 1, 1895, due 1915, but payable at company's option in 1905 and thereafter, denom. \$500; int. payable May and Nov., at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Elyria & Oberlin Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$100,000; dated Aug. 1, 1897, due 1917, but payable at company's option in 1907, and thereafter; denom. \$500; int. payable Feb. and Aug., at office of the Cleveland Trust Co., Cleveland, O., trustee of mortgage.

Elyria, Grafton & Southern Ry. Co.'s first mortgage 5 p. c. gold bonds, \$100,000; dated Jan. 1, 1902; int. payable Jan. and July, at office of Federal Trust Co., Cleveland O., trustee of mortgage. These bonds are guaranteed, principal and interest by the Cleveland, Elyria & Western Ry. Co.

Norwalk Gas & Electric Co.'s first mortgage 6 p. c. bonds, \$100,000; dated Apr., 1, 1900, due 1920; int. payable Apr. and Oct., at office of Federal Trust Co., Cleveland, O., trustee of mortgage, or Chase National Bank, New York.

**Plant and Equipment.**—Miles of track (electric) 130, of which 90 miles are on private right-of-way.

**Officers.**—Pres. A. H. Pomeroy, V. Pres. A. E. Akins, Sec. E. F. Schneider, Treas. F. T. Pomeroy.

**Directors.**—A. H. Pomeroy, F. T. Pomeroy, A. E. Akins, M. J. Mandelbaum, L. M. Coe, M. A. Sprague, S. C. Smith, F. L. Fuller, H. G. Sargent, W. H. Lamprecht, F. H. Ginn.

**General Office.**—Garfield Building, Cleveland, O.

Date of information, Mar., 1903. z

**Cleveland, Painesville & Ashtabula Railroad Co.**—Chartered in 1901. Annual meeting in Jan. This company is building 30 miles of railway, which it expects to put in operation about July, 1903. This company has a traffic agreement with the Cleveland, Painesville & Eastern R. R. Co., to use its tracks in from Painesville to Cleveland.

**Capital Stock**, authorized and issued, \$1,000,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized \$1,000,000; \$750,000 to be issued when road is completed, \$250,000 to remain in treasury for future extensions; dated July 1, 1902, due 1922; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, trustee of mortgage.

**Officers.**—Pres. Luther Allen, V. Pres. W. J. Hayes, Sec. E. Bingham Allen, Treas. J. R. Kraus.

**Directors.**—Luther Allen, W. J. Hayes, J. R. Kraus, J. W. Holcomb, Carlos M. Stone.

**General Office.**—Electric Bldg., Cleveland, O.

Date of information, Mar., 1903. z

**Lake Shore Electric Railway Co.**—This company was formed in 1901 by the consolidation of the Lorain & Cleveland Ry. Co., the Sandusky & Interurban Ry. Co., the Toledo, Fremont & Norwalk R. R. Co., and the Sandusky, Norwalk & Southern Ry. Co. This company owns all the capital stock and bonds of the consolidated companies except the first mortgage bonds of the Lorain & Cleveland Ry. Co. The company operates about 160 miles of track, extending from Toledo to Cleveland, also city lines in Sandusky and Norwalk. In Jan., 1902, this road was placed in the hands of a receiver who was discharged on Mar. 31, 1903. Annual meeting in Jan.

**Capital Stock.**—Common, authorized and issued, \$4,500,000; par value, \$100 per share; preferred, 5 p. c. cumulative, authorized and issued, \$3,000,000; par value, \$100 per share.

**Funded Debt.**—General mortgage 5 p. c. bonds, authorized, \$7,000,000, issued \$900,000, in escrow \$4,000,000, in treasury, \$2,100,000; dated 1903, due 1923. American Trust Co., Cleveland, O., trustee of mortgage.

First consolidated mortgage 5 p. c. bonds, authorized \$4,000,000, issued 1,750,000, in escrow \$2,250,000; dated Jan. 1, 1903, due 1923; int. payable Jan. and July, at office of American Trust Co., Cleveland, trustee of mortgage.

Toledo, Fremont & Norwalk Ry. Co.'s first mortgage 5 p. c. bonds, \$1,500,000 dated Jan. 1, 1900, due 1920, int. payable Jan. and July, at office of Union Trust Co., Detroit, Mich., trustee of mortgage. These bonds are subject to call on three months' notice at 110 on any interest day.

Lorain & Cleveland Ry. Co.'s first mortgage 5 p. c. bonds, \$750,000; dated July 1, 1897, due 1927; int. payable Jan. and July, at office of Cleveland Trust Co., trustee of mortgage, or Colonial Trust Co., New York. These bonds are subject to call on any interest day after July 1, 1917.

|                                         |           |           |
|-----------------------------------------|-----------|-----------|
| <b>Operation.</b> —Year ending Dec. 31, | 1901.     | 1902.     |
| Gross receipts.....                     | \$358,180 | \$455,352 |
| Operating expenses.....                 | 242,385   | 305,878   |
| Earnings from operation.....            | 115,795   | 149,474   |

**Plant and Equipment.**—Miles of track (electric) 160; 130 of which are on private right-of-way; gauge 4 ft. 8½ in.; 70 cars.

**Officers.**—New officers elected since discharge of receiver not announced at time of going to press with this manual.

**Directors.**—B. Mahler, H. A. Everett, E. W. Moore, Horace E. Andrews, H. P. McIntosh, J. R. Nutt, E. V. Hale, E. G. Tillotson, S. F. Haserot.

**General Office**, Electric Bldg., Cleveland, O.

Date of information, Apr., 1903. x

**The Lorain & Cleveland Railway Co.**—Chartered Nov. 11, 1895. Annual meeting second Tuesday in Jan. This company was consolidated in 1901 with the Sandusky & Interurban Ry. Co., the Toledo, Fremont & Norwalk Ry. Co. and the Sandusky, Norwalk & Southern Ry. Co., to form the Lake Shore Electric Ry. Co. The entire capital stock of this company is owned by the Lake Shore Electric Ry. Co.

**Officers.**—See Lake Shore Electric Ry. Co.

**General Office**, Electric Bldg., Cleveland, O.

Date of information, Jan., 1903. dx

Please note date of Information at end of each report.



**COLUMBUS.**

Population in 1880, 51,647, 1890, 88,150, in 1900, 125,560.

**Columbus Railway Co.**—This company was incorporated in Aug., 1899, and is a consolidation of the Columbus Street Ry. Co., chartered Apr. 25, 1892, the Crosstown Street Ry. Co., chartered 1893, and the Columbus Central Ry. Co., chartered 1893.

**Capital Stock.**—Common authorized and issued, \$3,500,000; par value, \$100 per share.

**Preferred,** 5 p. c. cumulative authorized and issued, \$3,500,000; par value, \$100 per share.

**Funded Debt.**—First consolidated mortgage 4 p. c. gold bonds authorized and issued, \$2,338,000; dated Oct. 1, 1899, due 1939; denom. \$1,000; int. payable Jan., Apr., July and Oct.

The Columbus Street Ry. Co.'s first consolidated mortgage 5 p. c. bonds, \$2,384,000; dated July 1, 1892, due 1932; denom. \$1,000; int. payable Jan. and July.

The Crosstown Street Ry. Co.'s first mortgage 5 p. c. bonds, \$572,000, dated June 1, 1893, due 1933; denom. \$1,000; int. payable June and Dec.

The Columbus Consolidated Street R. R. Co.'s first mortgage 5 p. c. bonds, \$616,000; dated July 1, 1899, due 1909; denom. \$1,000; int. payable Jan. and July.

**Plant and Equipment.**—Miles of track (electric), 106.43; gauge, 5 ft. 2½ in.; 45 lb. to 74 lb. T and 45 lb. to 107 lb. girder rail; 263 passenger cars, of which 141 are box and 80 are open motor cars, 14 box and 28 open trail cars, 4 motor freight cars, 171 motor trucks; Gen. Elec. and West motors. Spring St. power station. 10—B. & W. boilers aggregating 2250 H. P., 3 McI. & S., 2 Buckeye and 1 Green-Wheelock compound engines aggregating 3900 H. P., one 850 K. W. and two 500 K. W. and seven 75 K. W. Gen. Elec. generators aggregating 2375 K. W. Milo Station—8 Sterling boilers aggregating 1600 H. P., West engines and generators aggregating 1100 H. P.

**Officers.**—Pres. Robert E. Sheldon, V. Pres. Treas. & Gen. Man. Edward K. Stewart, 2nd V. Pres. Clarence M. Clark, Sec. & Audr. P. V. Burlington, Gen. Supt. M. S. Hopkins.

**Directors.**—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks, Theodore Rhoads, C. M. Clark.

**Executive Committee.**—E. K. Stewart, Robert E. Sheldon, Geo. W. Sinks.

**General Office,** 14 No. High Street, Columbus, O.

**Power Stations,** West Spring St., Columbus, and at Milo, O.

**References.**—Operating methods, Vol. XVI, Sept. 1, '00, p. 789 (ill. map); annual meeting, Vol. XVII, Jan. 26, '01, p. 126; revised franchise ordinance, Vol. XVII, Jan. 26, '01, p. 126; description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

For map of road see page 207.

**Worthington, Clintonville & Columbus Street Railway Co.**—Began operation 1893. This road has been consolidated with the Columbus, Delaware & Marion Ry.

**Capital Stock,** authorized, \$40,000, issued, \$32,000.

**Plant and Equipment.**—Miles of track (electric), 5; gauge, 5 ft. 2 in.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

**Officers.**—Pres. F. D. Simons, Sec. & Treas. T. A. Simons, Aud. R. M. Weaver, Ch. Engr. & Elec. J. W. Owen.

**General Office,** 61 Wheeler Bldg., Columbus, O.

Date of information, Mar., 1903.

**Columbus, Grove City & Southwestern Railway Co.**—This road extends from Columbus to Grove City and Morgans, and uses the tracks of the Columbus, London & Springfield Ry. Co. in Columbus.

**Capital Stock,** \$250,000.

**Funded Debt,** \$210,000.

**Plant and Equipment.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 9 cars, of which 6 are motor cars and 3 trail cars; G. E. motors; power rented.

**Officers.**—Pres. Emmett Tompkins, Sec. F. W. Merrick, Gen. Man. Richard Emory, Supt. Geo. E. Thomas.

**Directors.**—A. E. Appleyard, Boston, Mass.; Emmett Tompkins, F. W. Merrick, John G. Webb, C. A. Alderman.

**General Office,** 36 W. Gay St., Columbus, O.

Date of information, Mar., 1903.

For map of road see page 209.

**Columbus, London & Springfield Railway Co.**—This company was organized in 1900 to construct an interurban electric railway from Columbus, via London, to Springfield, 50 miles in length. The company also owns and operates the Columbus, Grove City & Southern Ry.

**Capital Stock,** authorized, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,500,000; dated Oct. 1, 1900, due 1920; denom. \$1,000; int.

payable Apr. and Oct., at office of Continental Trust Co., of New York, trustee of mortgage.

**Officers.**—Pres. J. L. Harshman, Sec. & Gen. Man. R. Emory, Treas. A. E. Appleyard, Supt. G. E. Thomas.

**Directors.**—A. E. Appleyard, Boston, Mass.; J. L. Harshman, Springfield, O.; H. A. Fisher, R. Emory, Emmett Tompkins, John G. Webb, C. A. Alderman.

**General Office,** 36 W. Gay St., Columbus, O.

**Reference.**—Opening, Vol. XVIII, July 20, '01, p. 78.

Date of information, Mar., 1903.

For map of road see page 209.

**Urbana, Mechanicsburg & Columbus Electric Railway Co.**—This company was organized in 1900 to construct an electric railway from Columbus, through Mechanicsburg, to Urbana. Franchises have been secured, and part of the line is constructed. The company expects to commence operation by Oct. 1, 1903.

**Capital Stock.**—None yet issued.

**Funded Debt.**—None yet issued.

**Officers.**—Pres. H. A. Axline, Sec. & Treas. Colin McDonald, Ch. Engr. W. A. Ginn.

**General Office,** Board of Trade Building, Columbus, O.

Date of information, Mar., 1903.

**Columbus, Delaware & Marion Electric Railroad Co.**—This company has 61 miles of track under construction, and has purchased the property of the Delaware Street Ry. Co.

**Officers.**—Pres. Jno. G. Webb, Sec. Jas. M. Loren, Treas. W. A. Black, Gen. Man. H. A. Fisher, Ch. Engr. Lee D. Fisher, Gen. Contractor, John G. Webb.

**General Office,** Columbus, O.

Date of information, Mar., 1903.

**Columbus, New Albany & Johnstown Railway Co.**—This company was organized in 1899 to construct an electric railway from Columbus to Johnstown through New Albany, 22 miles.

**Capital Stock,** \$200,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$200,000, issued, \$150,000; dated July 1, 1900, due 1920; denom. \$1,000; int. payable at office of Cleveland Trust Co., trustee of mortgage.

**Officers.**—Pres. Daniel J. Ryan, V. Pres. William Shepard, Sec. Treas. & Gen. Man. L. P. Stephens, Ch. Engr. Henry M. Gates.

**General Office,** Long & Third Sts., Columbus, O.

Date of information, Mar., 1903.

**Columbus, Buckeye Lake & Newark Traction Co.**—Chartered Oct. 19, 1899.

**Capital Stock,** authorized, \$1,500,000, issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,500,000, issued, \$1,125,000; dated Nov. 1, 1901, due 1921; denom. \$1,000; int. payable May and Nov., at office of Knickerbocker Trust Co., New York, trustee of mortgage.

**Operation.**—10 mos. ending Dec. 31, 1902.

Total receipts.....\$94,034  
Operating expenses.....52,072

Earnings from operations.....41,962  
Deductions from earnings.

Interest on funded debt.....24,858  
Taxes.....3,000

Net income.....14,104  
Dividends.....7,500

Surplus.....6,604

**Balance Sheet.**—Dated Dec. 31, 1902.

| Assets.                 |                    | Liabilities.          |                    |
|-------------------------|--------------------|-----------------------|--------------------|
| Cost of road & equip.   | \$2,634,927        | Capital stock         | \$1,500,000        |
| Cash                    | 10,779             | Funded debt           | 1,125,000          |
| Bills & acc. receivable | 3,119              | Accrued interest      | 9,375              |
|                         |                    | Bills & acc. payable  | 7,846              |
|                         |                    | Profit & loss (surp.) | 6,604              |
| <b>Total</b>            | <b>\$2,648,825</b> | <b>Total</b>          | <b>\$2,648,825</b> |

**Plant and Equipment.**—Miles of track, 40; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 12 motor cars; Hooven, Owens & Rentschler engines, Gen. Elec. dynamos and motors, Barney & Smith and Jewett cars, Peckham trucks.

**Officers.**—Pres. S. Reed Anthony, V. Pres. Arthur E. Appleyard, Sec. Frank W. Merrick, Treas. Chauncey Eldridge, Supt. J. R. Harrigan, Elec. Engr. & Mast. Mech. A. C. Ralph.

Please note date of information at end of each report.



**Directors.**—S. Reed Anthony, A. E. Appleyard, Chauncey Eldridge, Boston, Mass.; Wm. R. Pomerene, Coshocton, O.; F. W. Merrick, Columbus, O., J. R. Harrigan, Newark, O.

**General Office,** Newark, O.

**Power Station,** Hebron, O.

**Date of information,** Mar., 1903. z

**Seloto Valley Traction Co.**—This company was organized to build an electric railway to connect Lancaster, Columbus and Chilli-cothe, O., and has 78 miles of track under construction.

**Officers.**—Pres. W. F. Burdell, Columbus; V. Pres. H. M. Dougherty, Columbus, Sec. & Treas. E. R. Sharp, Columbus; Man. & Ch. Engr. A. W. Jones, Columbus; Asst. Engr. C. A. Fowler, Elec. Engr. W. E. Baker, New York.

**General Office,** Board of Trade Building, Columbus, O.

**Power Station,** Reeses, O.; sub-stations, Canal, Winchester Hookers, Ashville, Hayesville, Kinnikinnick.

**Date of information,** Mar., 1903. z

#### Central Market Street Railway Co.

**Plant and Equipment.**—Miles of track (electric), 16; 30 cars.

**Officers.**—Pres. S. B. Hartman, V. Pres. & Gen. Man. Richard Emory, 36 W. Gay St., Columbus; Sec. F. W. Merrick, Treas. H. D. Montgomery, Boston, Mass.; Supt. Otto F. Ehring.

**General Office,** Columbus, O.

**Date of information,** Mar., 1903. z

For map of road see page 209.

#### CONNEAUT.

Population in 1900, 7,133.

**Conneaut & Southeastern Railway Co.**—This company has been incorporated to build an electric railway from Conneaut to Pierpont, 16 miles in length.

**OFFICERS.**—Pres. Geo. J. Chapman, V. Pres. W. F. Stanley, Sec. G. H. Cleveland, Treas. G. M. Brown.

**Date of information,** July, 1902. d

#### DAYTON.

Population in 1880, 38,678, in 1890, 61,200, in 1900, 85,333.

**The City Railway Co.**—Chartered Apr. 19, 1893 for fifty years. This company controls and operates Third St. line, Fifth St. line, Green line and Dayton & Soldiers' Home Ry.

**Capital Stock.**—Common stock, authorized, \$2,100,000, issued, \$2,090,600; par value, \$100 per share.

**Funded Debt.**—Dayton & Soldiers' Home Electric R. R. Co.'s first mortgage 6 p. c. bonds, \$65,000; dated 1889, due 1909; principal and int. payable at Chemical Nat. Bank, of New York; int. payable Jan. and July.

**Plant and Equipment.**—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. girder rail; 190 cars, of which 150 are motor cars and 40 trail cars; Buckeye engines, Brownell and Marshall & Graves boilers; 3 300 k. w. Siemens & Halske and 1-300 k. w. West generators; Gen. Elec. motors, Barney & Smith cars and trucks.

**Officers.**—Pres. D. B. Corwin, V. Pres. C. B. Clegg, Sec. Valentine Winters, Supt. T. E. Howell, Ch. Engr. Jacob Swanagar, Elec. J. Dolan.

**Directors.**—C. B. Clegg, Valentine Winters, D. B. Corwin, J. D. Ellison, P. E. Roach, E. V. Grimes.

**General Office,** Beckel Bldg., 3d and Jefferson Sts.

**References.**—Electrolysis, Vol. XIX, Apr. 12, '02, p. 458.

**Date of information,** Mar., 1903. z

**Dayton & Western Traction Co.**—This company commenced operation in the summer of 1898 from Dayton to Eaton. The road is now being extended to Richmond, Ind. The population served by this road is about 150,000.

**Capital Stock,** common stock, \$400,000; preferred stock, \$400,000.

**Funded Debt.**—The \$400,000 first mortgage bonds issued have been cancelled by order of the Board of Directors.

**Plant and Equipment.**—Miles of track (electric), 26; 72 lb. T rail; 8 cars; Buckeye engines, Babcock & Wilcox boilers, Siemens Halske dynamos, Gen. Elec. motors, Kuhlman cars, Peckham trucks.

**Officers.**—Pres. Valentine Winters, V. Pres. Chas. B. Clegg, Sec. J. H. Winters, Supt. Howard Fravel, Ch. Engr. C. M. Corrello, W. Alexandria, O.; Ch. Elec. & M. M. William Eby, W. Alexandria, O.

**General Office,** Dayton, O.

**Date of information,** Mar., 1903. z

**Oakwood Street Railway Co.**—Chartered July 10, 1891, for fifty years.

**Capital Stock,** \$19,000; par value, \$50 per share.

**Funded Debt.**—None.

**Plant and Equipment.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 72 lb. and 90 lb. girder rail; 24 motor cars; Wheelock engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

**Officers.**—Pres. & Treas. C. B. Clegg, V. Pres. David B. Corwin, Sec. H. P. Clegg, Asst. Sec. & Supt. Morris McGrath, Ch. Engr. C. E. Simpson, Ch. Elec. T. Cromer.

**Directors.**—C. B. Clegg, David B. Corwin, H. P. Clegg, E. L. Rowe, Valentine Winters.

**General Office,** corner Brown and Fairground Ave., Dayton, O.

**Date of information,** Mar., 1903. z

**The People's Railway Co.**—Chartered in 1896, as a consolidation of the Wayne & Fifth Street R. R. Co. and the White Line Street R. R. Co. The Dayton & Troy Traction Co. have acquired the right to operate their cars on the tracks of this company in entering the city of Dayton. The capital stock of this company is now owned by The American Railways Co., of Philadelphia, Pa.

**Capital Stock,** authorized and issued, \$1,100,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$200,000, issued, \$150,000; dated Jan. 1, 1897, due, 1927; denom. \$500, subject to call at 110 after Jan. 1, 1902; int. payable Jan. and July at at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

White Line Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$300,000; dated Oct. 1, 1895, due 1925; denom. \$500, subject to call at 110 after Oct. 1, 1900; int. payable Apr. and Oct., at office of Union Savings Bank & Trust Co., of Cincinnati, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 23.2; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 97 cars, of which 36 are motor cars and 61 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos, Gen. Elec. motors, American, Barney & Smith, Laclede and St. Louis cars.

**Officers.**—Pres. John A. McMahon, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Asst. Sec. E. Wuchet, Gen. Man. Jas. L. Breen, Pur. Agt. W. J. Mulholland, Supt. Nelson Routzohn, Ch. Engr. T. F. Symett, Ch. Elec. J. Cook.

**Directors.**—John A. McMahon, H. J. Crowley, Jas. L. Breen, J. J. Sullivan, J. S. McMahon, Eugene Wuchet, C. L. S. Tingley.

**General Office,** Germantown St., Dayton, O.

**Date of information,** Mar., 1903. z

**Dayton & Kenton Railway Co.**—This company is building an electric railway 120 miles in length.

**Officers.**—Pres. E. M. Hopkins, 66 Broadway, New York; V. Pres. M. W. Chambers, Dayton, O., Sec. Herbert S. Forgy, New Carlisle, O.; Treas. C. H. Pomeroy, Saginaw, Mich.; Ch. Engr. Robt. E. Kline, Dayton, O.

**Directors.**—E. M. Hopkins, New York; M. W. Chambers, John J. Hall, Hugo Cook, Richard Wilcox, C. L. Hubbard, Dayton, O.; H. S. Forgy, New Carlisle, O.; C. H. Pomeroy, Saginaw, Mich.; W. W. Steele, John P. Hopkins, Detroit, Mich.; W. E. Harris, DeGraff, O.

**General Office.**—Riebold Bldg., Dayton, O.

**Power Station,** DeGraff, O.

**Date of information,** Mar., 1903. z

**Dayton & Muncie Traction Co.**—This is a consolidation of the Union City Ry. Co., the Winchester & Muncie Traction Co., and the Greenville & Union City Traction Co., which will be run in connection with the Dayton & Northern Traction Co.

**Officers.**—Pres. J. E. Lowes, Dayton; V. Pres. C. M. Anderson, Greenville; Sec. J. E. Feight, Dayton; Treas. W. B. Gebhart, Dayton; Gen. Man. R. E. DeWeese, Dayton.

**Power Station,** at Winchester, Ind.

**Date of information,** Mar., 1903. z

**Dayton & Northern Traction Co.**—This company is building an extension 48 miles in length, known as the Greenville & Union City Traction Co., and operates from Dayton to Greenville.

**Plant and Equipment.**—Miles of track (electric), 43; gauge 4 ft. 8½ in.; 9 cars.

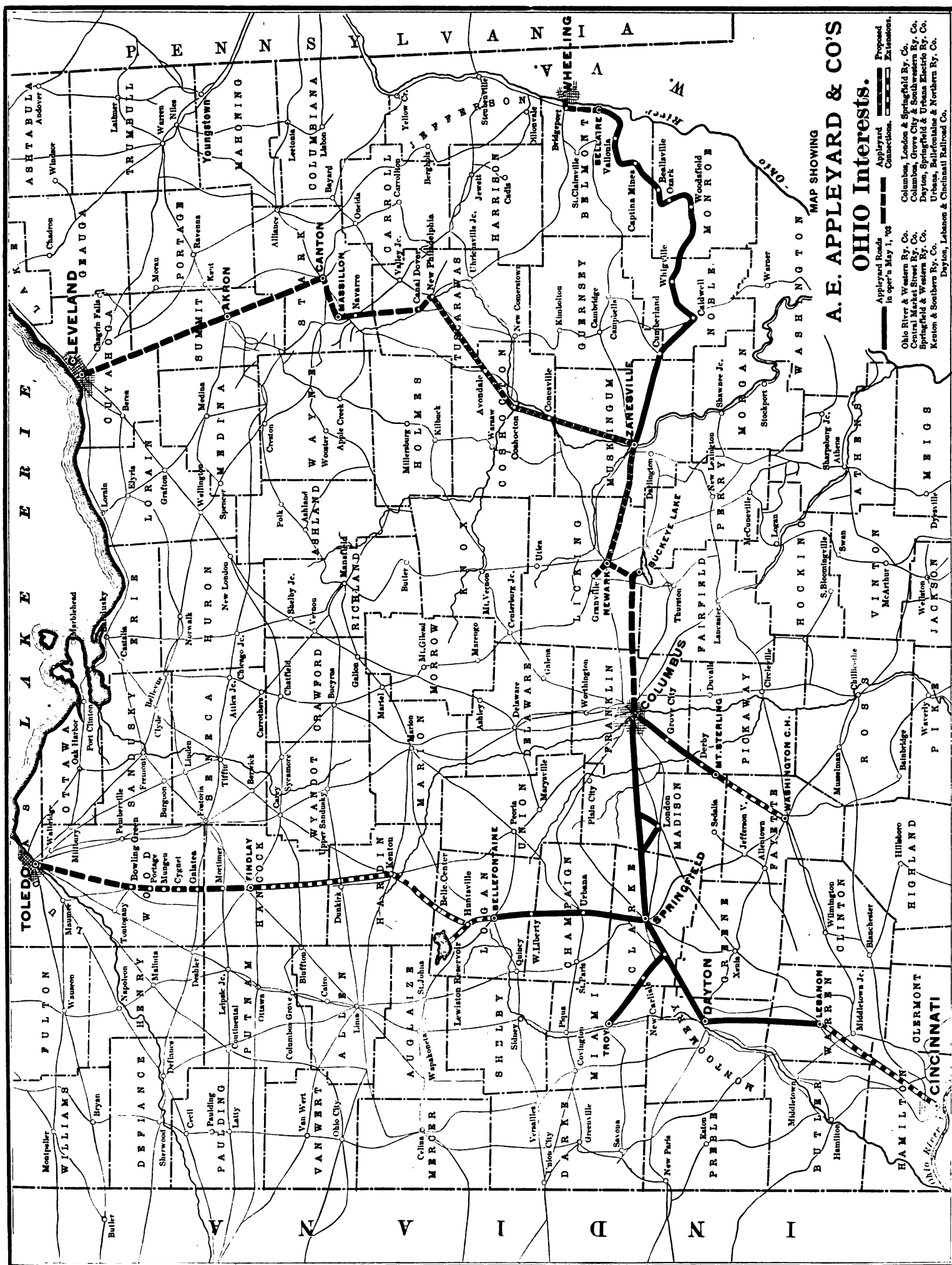
**Officers.**—Pres. J. E. Lowes, V. Pres. E. Bimm, Sec. Supt. & Pur. Agt. J. E. Feight, Treas. W. B. Gebhart, Ch. Engr. D. Loughman, Ch. Elec. H. C. Padley.

**Power Station,** Brookville, sub-station, Arcanum, O.

**References.**—Description of road, Vol. XX, Sept. 6, '02, p. 319, (ill.).

**Date of information,** Mar., 1903. z

**The Dayton, Springfield & Urbana Electric Railway Co.**—This road was placed in operation from Dayton to Springfield, about 26 miles; in Feb., 1900, and the road from Springfield to Urbana, about 14 miles, is now completed over private rights of way. This company leases the Urbana, Bellefontaine & Northern Ry.



**Capital Stock**, authorized and issued, \$750,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$750,000; dated Nov. 1, 1898, due 1928; denom. \$1,000; int. payable May and Nov. at office of the Continental Trust Co., of New York, trustee of mortgage.

**Officers.**—Pres. John S. Harshman, V. Pres. Sec. & Man. R. Emory, Gen Supt. R. K. Howard.

**General Office**, Springfield, O.

**Reference.**—Description of road, Vol. XVI, Apr. 7, '00, p. 326 (ill. map.)

Date of information, Mar., 1903. z

For map of road see page 209.

**Urbana, Bellefontaine & Northern Railway Co.**—The Dayton, Springfield & Urbana Electric Ry. Co. owns practically all of the capital stock, guarantees the bonds and leases the property of this company.

**Capital Stock**, authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; dated 1902, due 1922; denom. \$1,000; int. payable Feb. and Aug. at office of Continental Trust Co., New York, trustee of mortgage.

**Note.**—First mortgage bonds are subject to call at 110 in 1907. Mortgage provides for sinking fund of 5 p. c. of gross earnings to commence in 1907.

**Plant and Equipment.**—Miles of track (electric), 21, 18 of which are over private right of way.

**Officers.**—Pres. J. S. Harshman, Treas. W. R. Mitchell.

Date of information, Feb., 1903. x

For map of road see page 209.

**Dayton & Xenia Transit Co.**—This company has purchased the Dayton & Xenia Traction Co., and the Rapid Transit Co. of Xenia, O., and operates an electric railway from Dayton to Xenia, a distance of 36 miles, with a branch from Smithville Junction, via Bellbrook, to Spring Valley, 14 miles, the line in Dayton being double tracked—total 50 miles, of which 15 miles is over private rights of way.

**Capital Stock**, common, \$650,000; preferred, \$150,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$800,000; dated Jan. 1, 1900, due 1925; denom. \$1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 60 lb., 70 lb., 85 lb. and 110 lb. rail; 16 motor cars; Buckeye engines, West. dynamos, West. and Gen. Elec. motors.

**Officers.**—Pres. C. J. Ferneding, Sec. Ferd. Ach, Treas. O. O. Ozias, Gen. Man. W. E. Geer, Boston, Mass.; Supt. A. W. Anderson, Ch. Eng. Jos. Yorty, Elec. Jas. U. R. Gregg.

**General Office**, Dayton, O.

**Power Station** at Shoups Station, O.

**Reference.**—Description of road, Vol. XVI, Apr. 7, '00 p. 329 (ill. map.)

Date of information, Mar., 1903. z

**Dayton & Germantown Traction Co.**—This company was organized to construct an electric railway connecting Dayton and Germantown. Construction work has not yet been commenced.

**Capital Stock**, \$450,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$450,000; dated Aug. 1, 1900; due 1940; denom. \$1,000; coupon, but may be registered; int. payable Feb. and Aug. at office of Central Realty Bond & Trust Co., of New York, trustee of mortgage.

**Officers.**—Pres. & Gen. Man. J. O. Arnold, V. Pres. H. N. Reynolds, Sec. & Treas. T. C. Lindsey.

**General Office**, 813 So. Main St., Dayton, O.

Date of information, Feb., 1903. x

**Dayton & Troy Electric Railway Co.**—Incorporated in 1900 to construct an electric railway between Dayton and Troy. Entire line built on private right of way. This company purchased the rights and franchises of the Dayton, Tippecanoe & Troy Interurban Ry. Co., and has been consolidated with the Miami Valley Ry. Co., of Piqua, O.

**Plant and Equipment.**—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 72 lb. T rail; 17 motor cars; Babcock & Wilcox boilers, Buckeye engines, West. dynamos; Barney & Smith cars and trucks.

**Officers.**—Pres. Valentine Winters, V. Pres. & Gen. Man. H. P. Clegg, Sec. Charles B. Clegg, Treas. J. H. Winters, Audr. & Supt. P. R. Dial, Ch. Engr. & Elec. Engr. Wm. E. Rolston, Mast. Mech. James M. Warren.

**General Office**, Piqua, O.

**Power Station**, Tippecanoe City, O.

**References.**—Description of road, Vol. XXI, Feb. 28, '03, p. 320. Date of information, Mar., 1903. z

**Dayton, Covington & Piqua Traction Co.**—This company is the successor to the Dayton & Stillwater Valley Traction Co., which

was incorporated in 1900 to construct an electric railway from Dayton through Harrison, Union, West Milton, Pleasant Hill and Ludlow Falls to Covington, 28 miles, then to Piqua, 6 miles. This company has an agreement with the People's Ry. Co., of Dayton, which allows its cars to be operated on the tracks of the People's Ry. in, and entering into the city of Dayton.

**Capital Stock.**—Common, authorized and issued, \$500,000; par value, \$100 per share; preferred, 5 p. c., authorized and issued, \$550,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$450,000; due 1902, at office of International Trust Co., of New York, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 34; 8 passenger cars, 2 freight cars, 4 gravel cars.

**Officers.**—Pres. Dennis Dwyer, V. Pres. W. E. Geer, Boston, Mass.; Sec. Max Rudolph, Man. & Pur. Agt. Edw. C. Spring, Ch. Elec. & Mast. Mech. R. D. Colburn, Ch. Engr. R. M. Graham.

**General Office**, West Milton, O.

Date of information, Mar., 1903. z

**Dayton, Lebanon & Cincinnati Railway Co.**—It is expected to have this road completed about Jan. 1, 1904. This road connecting with the Dayton, Springfield & Urbana Ry., and the Columbus, London & Springfield Ry., will form part of a through line from Columbus to Cincinnati, and is built entirely on private right of way.

**Capital Stock.**—Common, authorized and issued, \$1,500,000; par value, \$100 per share; 6 p. c. cumulative preferred stock, authorized and issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage p. c. gold bonds, authorized, \$2,000,000, issued, \$1,000,000; coupon, but may be registered; denom. \$1,000; dated Sept. 1, 1901, due 1921; int. payable Mar. and Sept., at Continental Trust Co., New York, trustee of mortgage.

These bonds are subject to call at 110 in 1906. Mortgage provides for sinking fund of 5 p. c. of gross receipts to commence in 1906.

**Officers.**—Pres. J. S. Harshman, Sec. Frank Brandon, Treas. W. R. Mitchell.

Date of information, Feb., 1903. z

For map of road see page 209.

**Springfield & Western Railway Co.**—The capital stock of this company (with the exception of a few shares to qualify directors) is owned by the Dayton, Springfield & Urbana Ry. Co. This road will be extended to Troy, O., a distance of 18 miles.

**Capital Stock**, authorized, \$250,000, issued, \$250,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$250,000, issued, \$155,000; coupon, but may be registered; dated June 1, 1901, due 1921; int. payable June and Dec., at office of Continental Trust Co., New York, trustee of mortgage.

The principal and interest of these bonds are guaranteed by the Dayton, Springfield & Urbana Ry. Co., and \$95,000 are reserved for extensions, and 75 p. c. of actual cost may be issued. The mortgage provides for sinking fund of 5 p. c. of gross earnings to commence after June 1, 1906. Bonds may be called at 110 and accrued interest on any interest date after June 1, 1906.

**Plant and Equipment.**—Miles of track, 4.25, on private right of way.

**Officers.**—Same as Dayton, Springfield & Urbana Ry. Co.

Date of information, Mar., 1903. z

For map of road see page 209.

## DEFIANCE.

Population in 1880, 5,907, in 1890, 7,694, in 1900, 7,579.

**Peoples Gas & Electric Co.**—Successor to the Defiance Light & R. R. Co., which was chartered July, 1894, as successor to the Defiance Light & Power Co.

**CAPITAL STOCK**, \$150,000; par value, \$100 per share.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; 60 lb. T rail, 4 motor cars and 2 trail cars; Russell engines; West. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. Audr. & Gen. Man. W. P. Engel, V. Pres. E. A. Graham, Sec. & Treas. Z. G. Engel, Supt. & Ch. Engr. I. R. Miller, Elec. J. H. Frost.

Date of information, Mar., 1903. z

## DELAWARE.

Population in 1880, 6,894, in 1890, 8,224, in 1900, 9,822.

**Delaware Street Railway Co.**—This road has been purchased by the Columbus, Delaware & Marion Electric R. R. Co.

Date of information, Feb., 1903. z

## DENNISON.

Population in 1880, 1,518, in 1890, 2,925, in 1900, 3,763.

**The United Electric Co.**—This company operates a lighting plant in Dennison and Orrichsville.



CAPITAL STOCK, authorized, \$100,000, issued, \$28,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 55 lb. girder rail; 4 motor cars; Russell and West. engines, Gen. Elec. dynamos and motors, Lamokin and Wells & French cars, Chicago and Robinson trucks.

OFFICERS.—Pres. E. R. Van Ostran, V. Pres. Thomas Wright, Sec. E. E. Elvin, Treas. W. H. Smith, Gen. Man. Pur. Agt. & Supt. E. V. Conwell, Ch. Engr. & Mast. Mech. Thos. Walters.

DIRECTORS.—E. R. Van Ostran, R. F. Gardner, W. H. Smith, E. E. Elvin, C. V. McClusky, Thomas Wright, W. K. Echfeld.

GENERAL OFFICE, Grant St., Dennison, O.

Date of information, Mar., 1903. z

### EAST LIVERPOOL.

Population in 1880, 5,568, in 1890, 10,947, in 1900, 16,485.

**United Power Co.**—Municipal franchise granted in 1899 for 25 years. This is a consolidation of the East Liverpool Ry. Co. and the Ceramic City Light Co.

CAPITAL STOCK, authorized, \$900,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$700,000, issued, \$600,000; denom. \$1,000; int. payable Jan. and July, at office of Trust Co. of North America, Philadelphia, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. T and 81 lb. girder rail; 29 motor cars; Allis engine; West. dynamos and motors, Stephenson and St. Louis cars and trucks.

OFFICERS.—Pres. & Gen. Man. L. W. Healy, Sec. Geo. O. Anderson, Supt. W. B. Thomas, Ch. Engr. M. E. Baxter, Elecn. R. F. Thompson.

GENERAL OFFICE, East Liverpool, O.

Date of information, Mar., 1903. z

### EATON.

Population in 1900, 3,155.

**Hamilton, Eaton & Richmond Traction Co.**—This company will commence to build its road in the spring of 1903. The road will be 48 miles in length.

OFFICERS.—Pres. John M. Hall, Dayton, O.; V. Pres. Gus. M. Hodges, Richmond, O.; Sec. Oliver F. Dillman, Dayton, O.; Treas. J. S. Seward, Gratis, O.; Supt. & Gen. Man. W. D. Riddell, Xenia, O.

POWER STATION, Eaton, O.

Date of information, Jan., 1903. d

### FINDLAY.

Population in 1880, 4,633, in 1890, 18,553, in 1900, 17,613.

**Findlay Street Railway Co.**—Charter and municipal franchise granted Sept., 1887, for 25 years. Annual meeting second Tuesday in Jan. This road now belongs to the Toledo, Bowling Green & Southern Traction Co.

Date of information, Feb., 1903. z

**Toledo, Fostoria & Findlay Electric Railway Co.**—This company was organized in 1900 to construct an interurban electric railway, entirely on private right of way, from Findlay to Fostoria and Toledo.

CAPITAL STOCK, authorized, \$1,500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), proposed, 50, in operation 17; gauge, 4 ft. 8½ in.; 70 lb. T rail, 8 motor cars, Russell engines, West. generators and motors, Jewett cars.

OFFICERS.—Pres. J. E. Reeves, Canal Dover, O.; V. Pres. E. C. Deardorff, Toledo; Sec. & Treas. Theodore Wentz, Fostoria, O.; Ch. Engr., Elecn. & Mast. Mech., John Mitchell, Fostoria.

GENERAL OFFICE AND POWER STATION, Fostoria, O.

Date of information, Mar., 1903. z

### FREMONT.

Population in 1880, about 5,000 (local estimates), in 1890, 7,190 in 1900, 8,439.

**Creager Electric Light and Power Co.**—This company has been organized as the successor to the Fremont Street Ry. Co., which was sold at receiver's sale on Nov. 18, 1895, to Dr. F. Creager. The plant is operated by water power with steam only as an accessory. Electric lighting is the principal business.

CAPITAL STOCK, \$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 2 motor cars; 3-250 k. w. generators, Card motors, West. water wheels.

OFFICERS.—Pres. & Gen. Man. Dr. Frank Creager, Ch. Engr., G. Moore, Sr., Elecn. Harry Fisher.

Date of information, Jan., 1901. z

### GALION.

Population in 1880, 5,635, in 1890, 6,320; in 1900, 7,282.

**Ohio Central Traction Co.**—Incorporated Feb. 1903, being a consolidation of the Ohio Central Traction Co. and the Mansfield, Crestline & Galion Ry. Co.

CAPITAL STOCK, common, \$750,000; preferred, \$400,000; par value \$100 a share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$400,000; issued, \$250,000; in escrow to retire an issue of like amount of old Ohio Central Traction Co's. bonds, \$150,000, dated Mar. 1, 1903, due 1923; denom. \$500; int. payable Mar. and Sept. at office of the Cleveland Trust Co., Cleveland, O., trustee of mortgage, or National Bank of Commerce, New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 29; gauge 4 ft. 8½ in.; 60 lb. T rail, 14 cars; St. Louis cars.

OFFICERS.—Pres. F. T. Pomeroy, Cleveland, 1st V. Pres. L. M. Coe, Berea, 2nd V. Pres. M. J. Mandelbaum, Cleveland, Sec. & Treas. L. M. Wolf, Cleveland, Gen. Man. J. H. Merrill, Galion, Supt. F. E. Felt, Galion, Audr. A. E. Peat, Galion, Ch. Engr. C. Hunt, Galion.

DIRECTORS.—F. T. Pomeroy, L. M. Wolf, F. L. Fuller, M. J. Mandelbaum, H. C. Lang, Cleveland, F. D. Carpenter, Lima, L. M. Coe, Berea.

GENERAL OFFICE, Garfield Building, Cleveland, Ohio.

POWER STATION, Galion, O.

Date of information, Mar., 1903. z

### HAMILTON.

Population in 1880, 12,122, in 1890, 17,565, in 1900, 23,914.

**Cincinnati, Dayton & Toledo Traction Co.**—This is a consolidation of the Southern Ohio Traction Co., of Hamilton, O.; the Hamilton & Lindenwald Electric Transit Co., Hamilton, O.; the Miamisburg & Germantown Traction Co., Miamisburg, O.; and the Cincinnati, Northwestern Ry. Co., Cincinnati. This company operates an interurban trolley system 60 miles in length, extending from Spring Grove Avenue in the city of Cincinnati through College Hill, Mt. Healthy, Trenton, Middletown, Franklin, Miamisburg, Alexandersville and Carrollton to the business center of Dayton, Ohio, with a five mile branch from Miamisburg to Germantown. It also operates in Hamilton, a city system of about 10 miles.

CAPITAL STOCK, authorized, \$5,000,000; issued, \$3,500,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$1,200,000; in escrow, \$2,300,000; in treasury, \$1,500,000; dated Jan., 1902, due 1922; denom. \$1,000; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, trustee of mortgage.

Of the consolidated mortgage bonds, \$2,300,000 are reserved to retire the underlying bonds of other companies, and \$1,500,000 are kept in treasury for future extensions.

#### UNDERLYING BONDS.

Southern Ohio Traction Co.'s first consolidated 5 p. c. gold bonds, \$1,350,000; dated May 1, 1900, due 1920; int. payable Mar. and Nov., at Cleveland Trust Co., Cleveland, O., trustee of mortgage, or Standard Trust Co., New York.

Cincinnati & Hamilton Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds, \$400,000; dated Apr. 1, 1898, due 1918; int. payable Jan. and July, at office of American Trust Co., Cleveland, trustee of mortgage.

Dayton Traction Co.'s first mortgage 5 p. c. gold bonds, \$250,000; dated July 1, 1896, due 1916; int. payable Jan. and July, at office of Finance Co., of Pennsylvania, Philadelphia, Pa., trustee of mortgage.

Hamilton & Lindenwald Electric Transit Co.'s first mortgage 5 p. c. gold bonds, \$250,000; dated Dec. 1, 1901, due 1911; int. payable June and Dec., at office Cleveland Trust Co., Cleveland, O., trustee of mortgage. These bonds cannot be called before maturity, but mortgage provides for a sinking fund from Dec. 1, 1906, of 5 p. c., to be increased by 1 p. c. additional per annum until 1911.

Miamisburg & Germantown Traction Co.'s first mortgage 5 p. c. gold bonds, \$50,000; dated Dec. 1, 1901, due 1911; int. payable June and Dec., at office of Cincinnati Trust Co., Cincinnati, O., trustee of mortgage.

OPERATION.—7 mos. ending Dec. 31, 1902.

|                         |           |
|-------------------------|-----------|
| Total receipts.....     | \$302,668 |
| Operating expenses..... | 155,951   |

|                              |         |
|------------------------------|---------|
| Earnings from operation..... | 146,717 |
| Fixed charges.....           | 113,859 |

|                 |        |
|-----------------|--------|
| Net income..... | 32,858 |
|-----------------|--------|

PLANT AND EQUIPMENT.—Miles of track (electric), 73; gauge, 4 ft. 8½ in.; 60 cars.

OFFICERS.—Pres. M. J. Mandelbaum, Garfield Bldg., Cleveland, O., V. Pres. Will Christy, Akron, O., Sec. H. C. Lang, Garfield Bldg., Cleveland; Treas. F. T. Pomeroy, Garfield Bldg., Cleveland; Audr. J. T. Huntington, Hamilton, O.; Gen. Man. & Pur. Agt. F. J. J. Sloat, Hamilton, O.; Supt. C. E. Palmer, Hamilton, O.; Ch. Engr. L. M. Sheldon, Hamilton, O.

Please note date of information at end of each report.



GENERAL OFFICE, Hamilton, O.

POWER STATIONS, Symmes, Franklin, Busenback and Dwyer, O.

REFERENCES.—Description of road, Vol. XXI, Jan. 31, '03, p. 172 (ill.).

Date of information, Mar., 1903. z

**Southern Ohio Traction Co.**—Chartered Apr., 1900. This company is the consolidation effected Feb. 24, 1900, of the Cincinnati & Hamilton Electric Street Ry. Co., the Dayton Traction Co. and the Cincinnati & Miami Valley Traction Co. and operates from Dayton through to Spring Grove Ave., Cincinnati, where connection is made with the system of the Cincinnati Street Ry. Co. This company has been absorbed by the Cincinnati, Dayton & Toledo Traction Co.

CAPITAL STOCK, authorized and issued, \$2,000,000; par value, \$100 per share.

Date of information, Mar., 1903. z

**Hamilton & Lindenwald Electric Transit Co.**—Chartered Dec. 30, 1889, for 25 years. This road has been purchased by the Southern Ohio Traction Co., which has since been merged with the Cincinnati Northwestern Ry. Co. into the Cincinnati, Dayton & Toledo Traction Co.

Date of information, Mar., 1903. z

### IRONTON.

Population in 1880, 8,857, in 1890, 10,939, in 1900, 11,868.

**Ironton Electric Light & Railway Co.**—This is the successor to the Ironton & Petersburg Street Ry. Co. In Mar., 1899, Edward Wilson was appointed receiver of this property, and in Apr. 1900, the company was consolidated into the Camden Interstate Ry. Co., of Huntington, W. Va., through the Ohio Valley Electric Ry. Co.

Date of information, Mar., 1902. z

### LANCASTER.

Population in 1880, 6,803, in 1890, 7,555, in 1900, 8,991.

**Lancaster Traction Co.**—This is a reorganization of the Lancaster Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.52; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 7 motor cars.

OFFICERS.—Pres. H. B. Peters, V. Pres. Andrew Bauman, Sec. & Treas. F. T. Stewart, Gen. Man. M. S. Hopkins, Supt. & Engr. of Power Station James U. Clarke.

DIRECTORS.—H. B. Peters, A. Bauman, Geo. Mott, F. T. Stewart, E. K. Stewart.

GENERAL OFFICE, Lancaster, O.

Date of information, Mar., 1903. z

### LIMA.

Population in 1880, 7,567, in 1890, 15,981, in 1900, 21,723.

**Lima Electric Railway & Light Co.**—This company is a consolidation in 1900 of the Lima Ry. Co., and the Lima Electric Light & Power Co., and controls the electric railway, light and power business of the city of Lima. Railway franchises extend for from seventeen to twenty-two years, from 1901. Lighting franchise is perpetual and city lighting contract expires in 1911.

CAPITAL STOCK, authorized and issued, \$500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$500,000, outstanding, \$215,000; held in treasury to retire prior liens, \$285,000; dated July 1, 1900, due 1916; denom. \$500; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, O., trustees of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 66 lb. girder rail; 23 cars, of which 19 are motor cars and 4 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Brill and Barney & Smith cars, Brill trucks.

OFFICERS.—Pres. & Gen. Man. J. B. Mayer, Buffalo, N. Y.; V. Pres. Hardin H. Littell, Buffalo, N. Y.; Sec. & Treas. H. St. C. Denny, Buffalo, N. Y.; Man., J. A. Bendure, Lima, Ch. Engr. of Power Station, N. J. Burdick, Elec. Engr. J. C. Sweeney, Mast. Mech. L. H. H. Kirby.

DIRECTORS.—J. B. Mayer, Hardin H. Littell, Robt. R. Hefford, H. St. C. Denny, Herbert P. Bissell, Walter B. Ritchie, Cyrus D. Crites, Russell L. Armstrong, John E. Morley, Chas. H. Gale.

GENERAL OFFICE, Elizabeth St., Lima, O.

Date of information, Mar., 1903. z

**The Western Ohio Railway Co.**—Annual meeting first Wednesday in Sept. This company has 111 miles of electric railway under construction, 47 miles have been in operation since Mar. 1, 1902, and the company expects to have 33 additional miles in operation by May 1, 1903.

CAPITAL STOCK, authorized and issued, \$3,000,000, par value, \$100 per share.

FUNDED DEBT.—First mortgage gold coupon bonds, authorized, \$3,000,000, issued, \$2,150,000, in treasury, \$850,000; dated Nov. 1, 1901, due 1921; denom. \$1,000; int. payable May and Nov., at First National Bank, New York City, or office of Savings & Trust Co., Cleveland, O., trustee of mortgage.

OPERATION.—6 months ending Nov. 30, 1902.

Total receipts ..... \$74,472  
Operating expenses ..... 37,354

Earnings from operation ..... 37,118  
Interest on bonds ..... 26,250

Net income ..... 10,868

PLANT AND EQUIPMENT.—Miles of track (electric), 47; gauge, 4 ft. 8½ in.; 19 cars.

OFFICERS.—Pres. A. E. Akins, 1st V. Pres. L. J. Wolf, 2d V. Pres. J. R. Nutt, Sec. H. C. Lang, Treas. M. J. Mandelbaum, Cleveland, O.; Gen. Man. F. D. Carpenter.

DIRECTORS.—A. E. Akins, L. J. Wolf, J. R. Nutt, F. T. Pomeroy, F. D. Carpenter, M. J. Mandelbaum, H. C. Lang, L. M. Coe, Will Christy.

GENERAL OFFICE, 119 W. Market St., Lima, O. Executive Office, 215 Garfield Bldg., Cleveland, O.

POWER STATION, St. Marys, O.

Date of information, Mar., 1903. z

### LORAIN.

Population in 1880, 1,595; in 1890, 4,863; in 1900, 16,028.

**Lorain Street Railway Co.**—Chartered in 1894, for 25 years. The road commenced operation on Sept. 16, 1894, and connects Lorain and Elyria. In 1900 the road was practically rebuilt.

CAPITAL STOCK, authorized and issued, \$750,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$750,000, issued, \$550,000; dated Nov. 1, 1899, due 1949; denom. \$1,000; int. payable May and Nov., at office of the Guaranty Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.6; gauge, 4 ft. 8½ in.; 70 lb. T and 85 lb. girder rail; 23 motor cars; Buckeye and Straight Line engines, S. & H. and Gen. Elec. dynamos, Steel motors, American, Kuhlman and Stephenson cars.

OFFICERS.—Pres. Pierre S. du Pont, Sec. & Treas. W. A. Donaldson, Gen. Man. & Pur. Agt. T. C. Cherry, Audr. E. H. Cavert, Ch. Engr. T. S. Cornell, Elec. & Mast. Mech. P. R. Gifford.

DIRECTORS.—P. S. du Pont, T. C. Cherry, A. J. Moxham, W. A. Donaldson, C. L. Allen.

GENERAL OFFICE, Lorain, O.

Date of information, Mar., 1903. z

### MAGNETIC SPRINGS.

Population in 1900, 194; Delaware, 7,940.

**Delaware & Magnetic Springs Railway Co.**—This company has 58 miles of electric railway under construction, and furnishes power for lighting.

OFFICERS.—Pres. C. M. Buchanan, Pittsburg, Pa.; Sec. & Treas. T. N. Kerr, Magnetic Springs; Ch. Engr. of Power Station J. B. Taggart, Delaware, O.

POWER STATION, Magnetic Springs, O.

Date of information, Mar., 1903. z

### MANSFIELD.

Population in 1880, 9,859, in 1890, 13,473, in 1900, 17,640.

**Citizens' Electric Railway, Light & Power Co.**—This company is a successor to the Mansfield Electric Street Ry. Co. The property of this company has been purchased by the Mansfield Railway Light & Power Co.

CAPITAL STOCK, authorized and issued, \$400,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$400,000; denom. \$500. Cleveland Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 45 lb. to 75 lb. girder and T rail; 31 motor cars; Cooper, Bates and Allis engines, 1,000 H. P. station plant, Card and West. dynamos and motors, Akron, Brill, Ford and Laclede cars, Fulton, McGuire and Peckham trucks.

OFFICERS.—Pres. S. N. Ford, Sec. S. G. Cummings, Treas. & Gen. Man. R. Carpenter, Supt. of Ry. A. J. Haycox, Supt. of Light & Elec. Wm. Raber, Ch. Engr. M. B. Sloan.

GENERAL OFFICE, Power Station, N. Main St., Mansfield, O.

Date of information, Apr., 1903. x z

**Mansfield, Crestline & Gallon Railway Co.**—This company has been consolidated with the Ohio Central Traction Co.

GENERAL OFFICE, 212 Garfield Bldg., Cleveland, O.

Date of information, Jan., 1903. d

Please note date of information at end of each report.

**Mansfield & Eastern Traction Co.**—This company is building an electric railway 38 miles in length, and will furnish power for lighting.

OFFICERS.—Pres. Wm. J. Pentz, Cleveland, O.; V. Pres. Chas. Meily, Mansfield, O.; Sec. J. W. Galbraith, Mansfield, O.; Treas. James J. Maguire.

Date of information, Jan., 1903. d

### MARIETTA.

Population in 1880, 5,444, in 1890, 8,273, in 1900 (local estimates), 14,500.

**Marietta Electric Co.**—Chartered June 1, 1896, for 50 years. Municipal franchises granted Apr. 7, 1896, for 25 years. Annual meeting fourth Tuesday in Jan. In addition to its railway plant, this company has a franchise for the incandescent lighting of the city. This company has been merged with the Parkersburg, Marietta & Inter-Urban Ry. Co., of Parkersburg, West Va.

Date of information, Jan., 1903. z

### MARION.

Population in 1880, 3,899, in 1890, 8,327, in 1900, 11,862.

**Marion Street Railway Co.**—Chartered Apr. 27, 1894.

CAPITAL STOCK, authorized, \$100,000, issued, \$50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars and 1 trail car; West. dynamos and motors, Brill and American Car Co.'s cars; rent power.

OFFICERS.—Pres. & Treas. H. B. Hane, V. Pres. Gottfrey Leffler, Sec. Henry Strelitz, Gen. Man. Supt. & Pur. Agt. R. E. Amann.

DIRECTORS.—Gottfrey Leffler, H. B. Hane, G. W. King, Charles Leffler, Henry Strelitz, E. Huber, Fred Haberman.

GENERAL OFFICE, Marion, O.

Date of information, Mar., 1903. z

### MIAMISBURG.

Population in 1890, 2,932, in 1900, 3,941.

**The Miamisburg & Germantown Traction Co.**—This road has been sold to the Cincinnati, Dayton & Toledo Traction Co.

Date of information, Jan., 1903. z

### MIDDLEFIELD.

Population in 1900, 800, in 1903, (local estimates), 1,000.

**Cleveland & Sharon Traction Co.**—Chartered Aug. 5, 1902, to build an electric railway from Middlefield, O. to Sharon, Pa., a distance of 41 miles. The company expects to commence operation in Mar., 1903. Annual meeting first Tuesday in Jan.

CAPITAL STOCK, authorized, \$2,000,000, issued, \$1,500,000.

FUNDED DEBT.—First mortgage bonds, authorized, \$2,000,000, issued, \$1,250,000.

OFFICERS.—Pres. Dr. C. S. Fenton, Orangeville, O.; V. Pres. E. W. Fisher, Cleveland, O.; Sec. & Treas. Geo. H. Pomeroy, Cleveland, O.; Supt. of Cons. C. M. Pierce, Middlefield, O.; Const. Engrs. Francis P. Morgan Construction Co., Cleveland, O.

DIRECTORS.—C. S. Fenton, E. W. Fisher, Geo. H. Pomeroy, C. M. Pierce, Geo. H. Birrell, Kinsman, Ohio, National Bank.

GENERAL OFFICE, New England Bldg., Cleveland, O.

Date of information, Mar., 1903. z

### MOUNT VERNON.

Population in 1880, 5,249, in 1890, 6,027, in 1900, 6,633.

**Mount Vernon Electric Railway Co.**—Municipal franchise granted 1894, for 25 years. This company owns and manages Lake Hiawatha Park, one of the finest summer and pleasure resorts in Ohio. The Mt. Vernon Electric Light Co. and this company are to be consolidated under one organization, to be known as the Ohio Light & Ry. Co.

CAPITAL STOCK, authorized, \$400,000, issued, \$75,000, in treasury, \$325,000.

FUNDED DEBT.—First mortgage 6 p. c. currency bonds, authorized, and issued, \$30,000; coupon, but may be registered; int. payable at the Knox National Bank, of Mount Vernon; trustee of mortgage, J. M. Ewalt.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 cars, of which 6 are motor cars and 6 trail cars; 300 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. J. W. O'Neill, Sec. & Gen. Man. E. T. Selig, Treas. E. Q. Jackson, Ch. Engr. of Power Sta. W. B. Wilkinson.

Date of information, Jan., 1903. z

### NEWARK.

Population in 1880, 9,600, in 1890, 14,369, in 1901, 23,000.

**Newark & Granville Street Railway Co.**—This company is the successor by purchase at foreclosure sale in July, 1900, to the Newark Consolidated Electric Ry. Co.

CAPITAL STOCK, \$300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$190,000; dated Jan. 1, 1901, due 1931; int. payable Jan. and July. Central Trust Co., New York, trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1902.

Total receipts.....\$63,499

Operating expenses.....31,545

Earnings from operation.....31,954

Deductions from earnings

Interest on funded debt.....11,932

" " floating debt.....1,541

Net income.....18,480

Dividends 5 p. c. ....15,000

Surplus.....3,840

Total surplus.....32,154

BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                           | Liabilities.                       |
|-----------------------------------|------------------------------------|
| Cost of road and equip..\$518,245 | Capital Stock.....\$300,000        |
| Cash.....7,465                    | Funded Debt.....190,000            |
| Bills and accts. receivable 130   | Bills and accts. payable.. 3,687   |
|                                   | Profit and loss (surplus).. 32,154 |

Total.....\$525,840 Total.....\$525,840

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. to 60 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Jewett cars. The old power station has been abandoned and power is now supplied from the Hebron Station of the Columbus, Buckeye Lake & Newark Traction Co.

OFFICERS.—Pres. P. L. Saltonstall, Boston, Mass.; Sec. & Treas. Chauncey Eldridge, Boston, Mass.

GENERAL OFFICE, Newark, O.

Date of information, Mar., 1903. z

### NEW PHILADELPHIA.

Population in 1880, 3,070, in 1890, 4,456, in 1900, 6,213.

**Tuscarawas Traction Co.** This company is a consolidation of the Tuscarawas Electric Co. and the Tuscarawas R. R. Co.

CAPITAL STOCK, authorized, \$350,000, issued, \$250,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$350,000, issued, none; dated Dec. 1, 1901, due 1921.

Tuscarawas R. R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$100,000; dated June 1, 1896, due 1916, denom. \$500; int. payable June and Dec., at office of Cleveland Trust Co., Cleveland, O.

Tuscarawas Electric Co.'s first mortgage, coupon bonds, issued, \$100,000; denom. \$500; int. payable at office of Savings & Trust Co., Cleveland, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 50 lb. T and 45 lb. and 66 lb. girder rail; 24 cars; Ball engines, T. & H. dynamos, West. motors, Kuhlman and Jackson & Sharp cars, Dupont trucks.

OFFICERS.—Pres. F. T. Pomeroy, V. Pres. J. A. Rutherford, Sec. J. O. Wilson. Treas. & Gen. Man. Will Akins, Ch. Engr. J. Shultheiss, Ch. Elec. E. G. Snyder.

DIRECTORS.—F. T. Pomeroy, J. A. Rutherford, J. O. Wilson, Cleveland, O.; Theo. Wentz, Fostoria, O.; Will Christy, Akron, O.; George Bowers, W. Akins, New Philadelphia, O.

GENERAL OFFICE, New Philadelphia, O.

Date of information, Mar., 1903. z

### NILES.

Population in 1880, 3,879, in 1890, 4,289, in 1900, 7,468.

**Mineral Ridge & Niles Traction Co.**—Incorporated May 28, 1900, as the successor to the Mineral Ridge & Niles St. Ry. Co., which in Apr., 1899, was sold to A. A. Anderson, Gen. Man. of the Mahoning Valley Street Ry. Co., of Youngstown, O. The road is now controlled by the Pennsylvania & Mahoning Valley Ry. Co.

CAPITAL STOCK, \$50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8½ in.; 48½ lb. T and girder rail; 4 motor cars; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. B. F. Miles, V. Pres. H. M. Robinson, Sec. J. E. McVey, Treas. & Gen. & Man. A. A. Anderson, Supt. G. A. Beatty.

Date of information, Jan., 1903. d

Please note date of information at end of each report.

**PIQUA.**

Population in 1880, 6,031, in 1890, 9,090, in 1900, 13,000.

**Miami Valley Railway Co.**—Chartered Aug., 1889, for 25 years. This road has been leased by the Dayton & Troy Electric Ry. Co. for 99 years and is operated and controlled by that company.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$200,000; dated 1893, due 1908; denom. \$1,000; int. payable May and Nov., at office of Chase Nat'l Bank, of New York; trustee of mortgage, cashier of Chase Nat'l Bank.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T rail; 23 cars, of which 14 are motor cars and 9 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

**OFFICERS.**—Pres. W. P. Orr, V. Pres. & Man. A. M. Orr, Sec. & Treas. L. M. Flesh.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

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**POMEROY.**

Population in 1890, 4,726, in 1900, 4,639. Population served in city and towns 1900, 22,000.

**Ohio River Electric Railway & Power Co.**—Municipal franchise granted Feb., 1900, for 25 years; State charter granted May, 1900 for same period. This road was placed in operation from Racine to Middleport Nov. 15, 1900.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value, \$25 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$315,000; dated July 2, 1900, due July 1, 1924; denom. \$100, \$500 and \$1,000; coupon, but may be registered; int. payable Jan. and July, at office of Union Surety & Guaranty Co., of Philadelphia, trustee of mortgage.

| OPERATION.—Year ending Dec. 31,                | 1901.    | 1902.    |
|------------------------------------------------|----------|----------|
| Total receipts.....                            | \$38,066 | \$42,528 |
| Operating expenses.....                        | 20,065   | *23,381  |
| Earnings from operation.....                   | 18,001   | 19,147   |
| Deductions from earnings.....                  |          |          |
| Interest on bonds and other fixed charges..... | 16,108   | 16,618   |
| Net income.....                                | 1,893    | 2,529    |
| Passengers carried.....                        | 802,909  |          |

\*Beginning with the month of October, 1902, the operating expense of the Ohio River Electric Railway and Power Company was arbitrarily increased by charging 5 p. c. of the gross receipts as a Renewal Fund Account, and 2 p. c. of the gross receipts as an Accident Guarantee Fund. While this money has not been spent, it is set aside from the cash of the company and treated exactly as though it had been expended.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars, 1 electric locomotive; 650 H. P. station plant, Clark Bros. engines, Crocker-Wheeler generators, Gen. Elec. motors, Brill cars and trucks.

**OFFICERS.**—Pres. Percy M. Chandler, V. Pres. & Gen. Man. Jno. Blair MacAfee, 1002 Harrison Bldg., Phila., Pa.; Sec. J. Clarke Moore, Jr., Treas. Jos. T. Walmsley, Supt. I. L. Oppenheimer, Pomeroy, O.

**DIRECTORS.**—P. M. Chandler, 6th and Chestnut Sts., Philadelphia, Pa.; Edwin F. Glenn, 1420 Chestnut St., Philadelphia, Pa.; M. N. Willits, Sr., Middletown, Del.; John Blair MacAfee, Jos. T. Walmsley, 1002 Harrison Bldg., Philadelphia, Pa.; A. B. White, Charleston, W. Va.; Jos. C. Lugar, Philadelphia, Pa.

**GENERAL OFFICE**, 1002 Harrison Bldg., Philadelphia, Pa.

**POWER STATION**, Pomeroy, Ohio.

**REFERENCE.**—Description of road, Vol. XVII, Feb. 2, '01, p. 169 (ill.).

Date of information, Mar., 1903.

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**PORTSMOUTH.**

Population in 1880, 11,321, in 1890, 12,387, in 1900, 17,870.

**Portsmouth Street Railroad & Light Co.**—Chartered July, 1893, for 25 years, from Sept. 21, 1892, to operate an electric street railway and furnish electric light, heat and power in Scioto County.

**CAPITAL STOCK**, \$125,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, \$83,000; dated July 1, 1893, due 1913; denom. \$1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York; trustee of mortgage, Chas. L. Fairchild, of New York.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T rail; 18 cars, of which 10 are motor cars and 8 trail cars; Ball & Wood and Buckeye engines, West. dynamos and motors, St. Louis and Brill cars.

**OFFICERS.**—Pres. Levi D. York, V. Pres. R. D. York, Sec. & Treas. John H. Lange, Gen. Man. & Ch. Elec. S. P. Baird, Ch. Engr. J. Fred Martin.

**DIRECTORS.**—Levi D. York, S. P. Baird, John H. Lange, Raymond D. York, Milton H. Longfellow.

**GENERAL OFFICE**, Portsmouth, O.

Date of information, Mar., 1903.

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**SALEM.**

Population in 1880, 4,041, in 1890, 5,780, in 1900, 7,582.

**Salem Electric Railway Co.**—Chartered Oct. 2, 1889.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, \$50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

**OFFICERS.**—Pres. & Treas. M. Davis, Sec. D. L. Davis, Gen. Man. Ch. Engr. & Elec. Charles Fifer.

**GENERAL OFFICE**, 210 E. Main Street, Salem, O.

Date of information, Jan., 1903.

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**SANDUSKY.**

Population in 1880, 15,838, in 1890, 18,471, in 1900, 19,664.

**Sandusky, Monroeville, Bellevue & Norwalk Electric Railway Co.**—This company was organized in 1900 to construct an electric railway connecting the cities named in title, and is reported to have 30 miles of road under construction.

**CAPITAL STOCK**, authorized, \$600,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$600,000; dated Mar. 1, 1900, due 1930; denom. \$1,000; int. payable at office of Commonwealth Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

**OFFICERS.**—Pres. Clark Rude, V. Pres. J. L. Dailey, Sec. W. E. Guerin, Treas. James McLean, Ch. Engr. James S. Forsythe.

**GENERAL OFFICE**, Sandusky, Ohio.

Date of information, Jan., 1903.

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**SPRINGFIELD.**

Population in 1880, 20,730, in 1890, 31,895, in 1900, 38,253.

**The Springfield Railway Co.**—Chartered and municipal franchise granted in 1892, for 25 years. Annual meeting first Wednesday in Sept. This company is a consolidation of the Springfield Electric Street Ry. Co. and the Citizens' Street Ry. Co. In June, 1899, this company was purchased by The American Railways Co. of Philadelphia, Pa.

**CAPITAL STOCK**, authorized and issued, \$1,000,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued \$500,000; dated Jan. 1, 1893, due 1933; denom. \$1,000; int. payable Jan. and July at First National Bank of Springfield, O.

Second mortgage 5 p. c. income bonds, authorized, \$150,000, issued, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 30.3; gauge, 4 ft.; 60 lb. T rail; 49 cars, of which 39 are motor cars and 10 trail cars; Russell & Co. engines, West. dynamos, Gen. Elec. motors, Brownell, Laclede and St. Louis cars, McGuire and Peckham trucks.

**OFFICERS.**—Pres. Oscar T. Martin, V. Pres. Henry J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. John H. Miller.

**DIRECTORS.**—Oscar T. Martin, Henry J. Crowley, J. J. Sullivan, Jno. S. Bioren, S. W. Pettit, J. H. Miller, William Foss, I. W. Frey, C. L. Bauer, Theo. Troupe, C. L. S. Tingley.

**GENERAL OFFICE**, 44 S. Limestone St., Springfield, O.

**EXECUTIVE OFFICE**, Witherspoon Bldg., Philadelphia, Pa.

Date of information, Mar., 1903.

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**STEUBENVILLE.**

Population in 1880, 12,093, in 1890, 13,394, in 1900, 14,349, in 1903, 17,000.

**Steubenville Traction & Light Co.**—Organized Jan. 10, 1901, merging Steubenville Traction Co. and Steubenville Gas & Electric Co. This company is owned and operated by the American Gas Co. of Philadelphia.

**CAPITAL STOCK**, authorized and issued, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized \$1,000,000, issued, \$700,000; reserved for extensions and betterments, \$300,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail; 31 motor cars; Corliss, Belmont and West. engines, Crocker & Wheeler and West. dynamos, West. motors, Laclede and Jackson & Sharp cars, Brill and Peckham trucks.

Please note date of information at end of each report.

**OFFICERS.**—Pres. & Treas. Morris W. Stroud, Sec. W. McD. Miller, Gen. Man. J. Charles Ross, Pur. Agt. S. P. Curtis, Supts. J. F. Flood, A. W. Kendall, Ch. Engr. of Power Sta. Henry Jackson.

**DIRECTORS.**—John C. Lowry, W. McD. Miller, M. W. Stroud, J. Charles Ross.

**GENERAL OFFICE,** Steubenville, O.

**Date of information,** Apr., 1903.

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### TIFFIN.

Population in 1880, 7,879, in 1890, 10,500, in 1900, 10,989.

**Tiffin, Fostoria & Eastern Electric Railway Co.**—This company is owned by S. B. Sneath and is the successor to the Tiffin & Fostoria Electric Ry. Co., which is the electric railway portion of the Tiffin & Interurban Consolidated Electric Ry., which was sold at receiver's sale.

**CAPITAL STOCK,** authorized and issued, \$175,000.

**FUNDED DEBT,** authorized and issued, \$175,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 12 motor cars, 3 work cars, 1 freight car; Brownell engines and boilers, West., Gen. Elec. and Walker dynamos and motors, Brill, J. & S., Pullman and Kuhlman cars.

**OFFICERS.**—Pres. S. B. Sneath, V. Pres. C. F. M. Niles, Sec. & Treas. R. D. Sneath, Supt. A. Kaup, Ch. Engr. & Mast. Mech. Chas. Harmon, Ch. Elec. C. S. Everingin.

**GENERAL OFFICE,** 48 E. Perry St., Tiffin, Ohio.

**Date of information,** Mar., 1903.

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**The Electric Railway & Power Co.**—Chartered Aug. 4, 1893, for 25 years.

**CAPITAL STOCK,** authorized, \$50,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 13 cars, of which 8 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

**OFFICERS.**—Pres. G. D. Loomis, V. Pres. C. J. Yingling, Sec. J. F. Bunn, Treas. B. W. Crobaugh.

**GENERAL OFFICE,** Tiffin, O.

**REFERENCES.**—Description of park, Vol. XVII, Mar. 2, '01, p. 309; park, Vol. XVII, Apr. 6, '01, p. 435.

**Date of information,** Mar., 1903.

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**Tiffin & Port Clinton Railway.**—This company has 35 miles of electric railway under construction.

**OFFICERS.**—Pres. Wm. H. Dore, Tiffin; V. Pres. & Treas. R. G. Kerlin, Toledo, O.; Sec. E. M. Kerlin, Toledo, O.; Man. H. C. DeRan, Fremont, O.; Ch. Engr. Geo. Champe, Toledo, O.; Ch. Elec. F. B. Perkins, Toledo, O.; Mast. Mech. H. P. Rieter, Fremont, O.

**Date of information,** Jan., 1903.

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### TOLEDO.

Population in 1880, 50,137, in 1890, 81,434, in 1895, 125,000, in 1900, 131,822.

**Toledo Railways & Light Co.**—This company is the successor (June 30, 1901), to the Toledo Traction Co., which on July 1, 1896, acquired by consolidation all the property, right and franchises of all the street railways in the city, and also control the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits. The statistics of capital stock, funded debt, and plant and equipment, include the electric lighting department. Annual meeting third Thursday in Jan.

**Capital Stock.**—Common stock, authorized and issued, \$12,000,000; par value, \$100 per share.

**Funded Debt.**—Toledo Traction Co.'s consolidated first mortgage 5 p. c. gold bonds, authorized and issued, \$6,000,000, outstanding, \$4,234,000, \$1,766,000 are held in escrow (see Note), coupon, but may be registered; dated July 1, 1896, due 1909; denom. \$1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

New consolidated mortgage 4 p. c. gold bonds authorized, \$12,000,000, issued, \$4,000,000; coupon, but may be registered; dated July 1, 1901, due 1909; int. payable Jan. and July, at office of Kean, Van Cortlandt & Co., New York; United State Mortgage and Trust Co., New York, trustee of mortgage. These bonds are subject to call at 102½ and interest on any interest date after thirty days notice.

**Note.**—Of the Toledo Traction Co.'s consolidated 5 p. c. mortgage bonds \$1,766,000 are held to retire divisional prior lien bonds when due. The mortgage covers all the railways subject to these prior liens and is a first lien on the new Central station and other realty. The bonds are further secured by the deposit of \$1,000,000, par value, of first mortgage bonds and the entire capital stock of Toledo Consolidated Electric Co. The unissued bonds have been cancelled.

#### PRIOR LIENS.

\$6,000,000 of the new consolidated 4 p. c. bonds are reserved to retire all of the underlying bonds, and \$2,000,000 for improvements.

Toledo Consolidated Street Ry. Co.'s 5 p. c. mortgage bonds, \$1,066,000; due July 1, 1909.

Toledo Electric Street Ry. Co.'s 5 p. c. mortgage bonds, \$700,000; due Feb. 1, 1912.

**Operation.**—Year ending June 30,

|                              | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| Gross receipts .....         | \$1,006,384 | \$1,125,187 | \$1,311,084 | \$1,459,091 |
| Oper. exps. and mis. charges | 546,356     | 612,779     | *636,407    | *726,779    |
| Net income .....             | 460,028     | 512,408     | 674,677     | 732,312     |
| Fixed charges .....          | 283,119     | 287,005     | 415,168     | 459,037     |
| Surplus .....                | 176,909     | 225,403     | 259,509     | 273,275     |

\*Including taxes.

Per cent operating expenses to gross receipts.....48.5 49.8

#### STATISTICS OF TRAFFIC.

| Year ending Dec. 31,     | 1901.      | 1902.      |
|--------------------------|------------|------------|
| Passengers carried ..... | 20,760,256 | 22,681,326 |
| Transfers .....          | 4,837,668  | 5,249,169  |
| Car miles run .....      | 5,517,484  | 5,944,683  |

**Balance Sheet.**—Dated Dec. 31, 1902.

| Assets.                              | Liabilities.                      |
|--------------------------------------|-----------------------------------|
| Cost of road and equip. \$21,940,938 | Capital stock.....\$12,000,000    |
| Other perm. invest.... 491,852       | Funded Debt..... 9,914,000        |
| Cash..... 116,116                    | Accrued interest..... 82,439      |
| Bills and accts. receiv. 370,253     | Bills & accts. payable. 647,243   |
| Materials and supplies 92,405        | Profit and loss (surplus) 367,934 |
| Other assets..... 52                 |                                   |
| Total.....\$23,011,616               | Total.....\$23,011,616            |

**Plant and Equipment.**—Miles of track (electric), 102; gauge, 4 ft. 8½ in.; 56 lb. to 93 lb. girder rail; 316 cars, of which 287 are motor cars and 29 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Pullman, Kuhlman, Niles and Brill cars.

**Officers.**—Pres. H. A. Everett, Cleveland, O.; V. Pres. & Gen. Man. L. E. Beilstein, Sec. E. O. Reed, Treas. S. D. Carr, Supt. of Rys. J. F. Collins, Ch. Elec. E. J. Bechtel, Ch. Engr. of Power Station William Long, Mast. Mech. C. A. Brown.

**Directors.**—Albion E. Lang, (Chairman) Barton Smith, L. E. Beilstein, H. S. Holt, R. B. Van Cortlandt, H. A. Everett, E. W. Moore.

**General Office,** cor. Superior and Adams Sts., Toledo, O.

**References.**—Description and review, Vol. XVI, Feb. 3, '00, pp. 109-113 (ill.); description of park (brief), Vol. XVII, May 4, '01, p. 556.

**Date of information,** Apr., 1903.

For map of road see page 216.

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**Toledo, Bowling Green & Southern Traction Co.**—This company is a consolidation of the Toledo, Bowling Green & Fremont Ry., the Findlay Street Ry., and the Hancock Light & Power Co., of Findlay. The company has a perpetual lease to run over the tracks of the Toledo & Perrysburg Belt line.

**Capital Stock,** authorized and issued, \$1,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,075,000; dated May 1, 1901, due 1921; denom. \$500 and \$1,000; int. payable May and Nov., at Central Trust & Safe Deposit Co., Cincinnati, O., trustee of mortgage.

Findlay Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, \$275,000, issued, \$125,000; and dated Dec. 1, 1899, due 1924; int. payable June and Dec., at office of Atlantic Trust Co., of New York; trustee of mortgage, Central Trust & Safe Deposit Co., of Cincinnati.

Findlay Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$150,000, dated May 1, 1895, due 1911; denom. \$1,000; not subject to call; int. payable at office of Central Trust & Safe Deposit Co., of Cincinnati, O., trustee of mortgage.

**Note.**—Of the \$1,500,000 first mortgage bonds, \$275,000 are held to retire underlying liens and \$275,000 for extensions and improvements.

**Operation.**—Year ending Dec. 21, 1902.

|                                           |           |
|-------------------------------------------|-----------|
| Total receipts .....                      | \$246,933 |
| Operating expenses .....                  | 131,767   |
| Earnings from operation .....             | \$115,166 |
| Surplus .....                             | 12,387    |
| 3 p. c. dividends were paid in 1902 ..... | 3         |

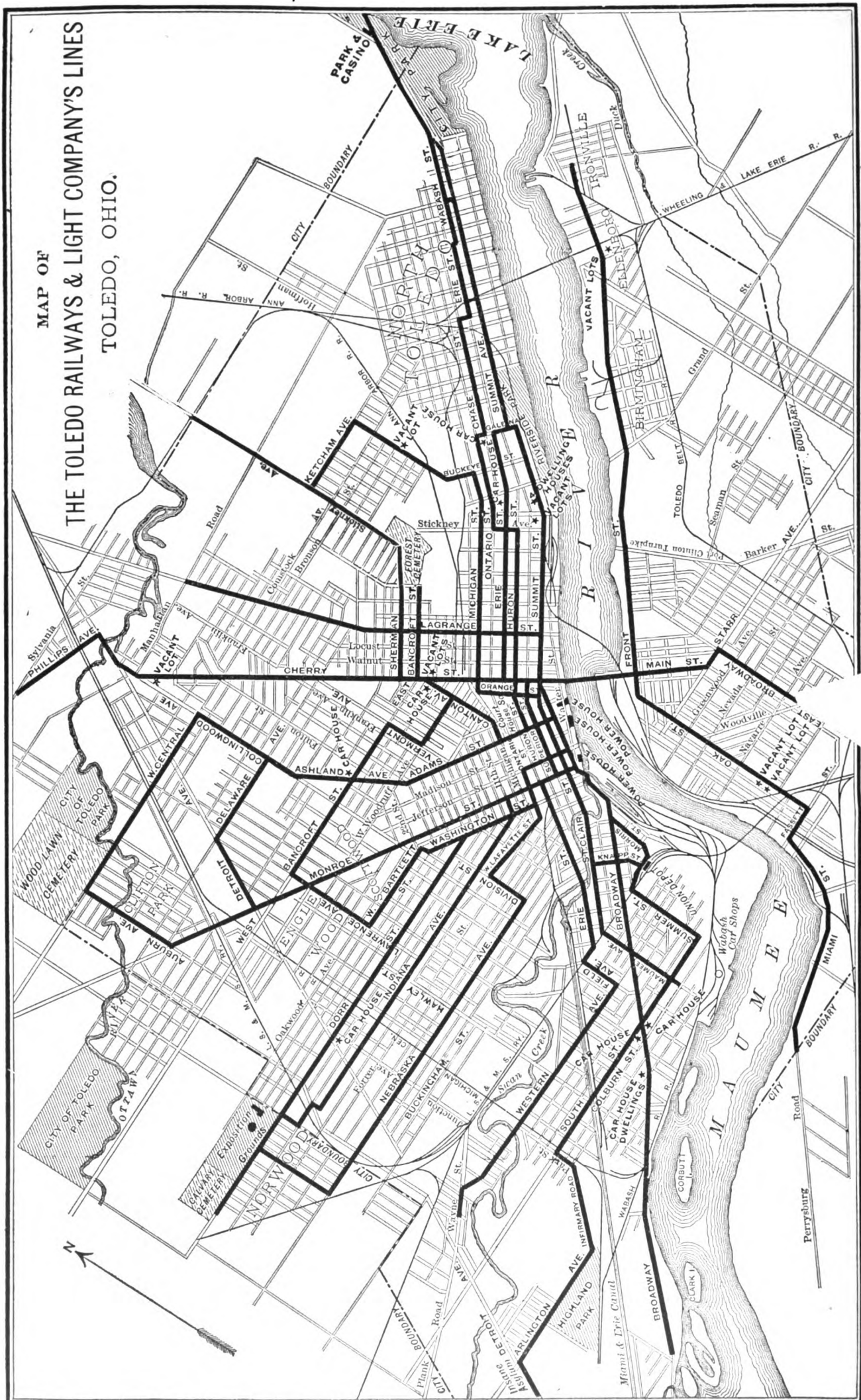
**Plant and Equipment.**—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 60 lb. and 72 lb. T and girder rail; 30 cars.

**Officers.**—Pres. G. B. Kerper, V. Pres. & Treas. H. Burhold, Cincinnati, O.; Sec. J. A. Bope, Findlay, O.; Man. & Pur. Agt. C. F. Smith, Findlay, O.; Ch. Engr. W. Nusbaum, Mast. Mech. W. Twining, Ch. Elec. C. Hoch.

**Date of information,** Mar., 1903.

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**Maumee Valley Railway & Light Co.**—Organized Dec. 12, 1902, to take over the Toledo & Maumee Valley Ry. Co. and the Toledo, Waterville and Southern Ry.

**Capital Stock**, \$1,000,000.

**Plant and Equipment.**—Miles of track owned (electric), 20.2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 16 motor cars and 3 other cars; Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

**Officers.**—Pres. R. H. Baker, V. Pres. E. J. Rehtel, Sec. Wm. H. McLellan, Treas. Chas. T. Munz.

**General Office**, cor. Superior and Adams St.s, Toledo, O.

Date of information, Mar., 1903. z

**Toledo & Monroe Railway.**—This road was placed in operation to Monroe, 19 miles, in 1901. Shortly afterward it was purchased by the Everett-Moore syndicate and operated as a part of the Detroit & Toledo Shore Line. In February, 1902, it reverted to the former owners, who now propose to extend it to Detroit.

**Capital Stock.**—Common stock, \$250,000; preferred stock, \$200,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$600,000, issued, \$450,000; dated June 1, 1898, due 1918; denom. \$1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 6 motor cars; Corliss engines, 2-400 Siemens-Halske dynamos, West. motors.

**Officers.**—Pres. C. A. Black, V. Pres. E. M. Fowler, Sec. A. E. T. White, Treas. Man. & Pur. Agt. J. M. Mulkey, Cons Engrs. J. G. White & Co., Audr. V. R. Ronk, Man. & Pur. Agt. Allen F. Edwards, Supt. C. D. Opdycke, Ch. Engr. John Lewis, Mast. Mech. John H. Brown.

**General Office.**—1020 Chamber of Commerce, Detroit, Mich.

**Reference.**—Description of road, Vol. XVIII, Aug. 3, '01, p. 122 (ill.).

Date of information, Jan., 1903. d

**The Toledo, Adrian & Jackson Railway.**—Organized by the interests controlling the Toledo & Western Ry. Co., to construct the Michigan part of their electric railway extending from Sylvania, O., to Adrian, Mich. The road is now in operation.

Date of information, Mar., 1903. z

**The Toledo & Western Railway Co.**—Chartered Dec. 26, 1899, in perpetuity; municipal franchises granted in 1898, 1899 and 1900. Annual meeting third Saturday in Jan. This company was organized to construct an electric railway from Toledo to Morenci, Mich., with an authorized extension in Ohio to the Indiana State line and from Sylvania, O., to Adrian, Mich., total, about 75 miles. The company now has 66 miles in operation, and has taken over the Toledo, Fayette & Western Ry., which is being built between Pioneer and Fayette, O., 14 miles in length. This company guarantees \$250,000 of the bonds of the Toledo, Fayette & Western Ry. Co.

**Capital Stock**, authorized, \$1,800,000, issued, \$1,500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,250,000; dated July 1, 1901, due May 1, 1926; denom. \$1,000; int. payable Jan. and July, at office of Western Reserve Trust Co., Cleveland, O., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric) proposed, 75, constructed, 68, 64 of which are over private right-of-way; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 motor cars, 3 trail cars and 30 freight cars; Russell compound engine; 2,500 H. P. station plant; Gen. Elec. dynamos, Jewell cars, Peckham trucks.

**Officers.**—Pres. & Treas. Luther Allen, Cleveland; V. Pres. J. R. Seagrave, Cleveland; Sec. & Asst. Treas. F. E. Seagrave, Gen. Man. C. F. Franklin, Audr. C. E. French, Pur. Agt. J. S. Clark, Elecn. F. B. Perkins.

**General Office**, Sylvania, O.

**References.**—Handling freight, Vol. XX, Nov. 29, '02, p. 862 (ill.) description of road, Vol. XX, Dec. 20, '02, p. 978 (ill.).

Date of information, Mar., 1903. z

**Ohio & Indiana Air Line Railway Co.**—Chartered Oct. 11, 1900. This company is a consolidation of the Toledo-Bryan Air Line Ry. Co. and the Indiana & Ohio Traction Co. The company has 100 miles of electric railway under construction.

**Capital Stock**, \$750,000.

**Officers.**—Pres. Milton Taylor, Toledo; 1st V. Pres. Wm. Kough, Toledo; 2d V. Pres. R. G. Kerlin, Toledo; Sec. Chas. R. Clapp, Toledo; Treas. Chas. Wilt, Ft. Wayne, Ind.; Audr. J. L. Yost, Gen. Man., Supt. & Pur. Agt. Wm. C. Brewer, Toledo; Engr. Frank T. Oakley.

**General Office**, St. Clair Bldg., Toledo, Ohio.

**Power Stations**, Fort Wayne, Ind., and Bryan, O.

Date of information, Jan., 1903. z

**Toledo, Columbus, Springfield & Cincinnati Railway Co.**—Contracts have been let for 95 miles of track and the road is now under construction.

**Capital Stock**, authorized, \$5,000,000, issued, \$100,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$2,500,000, issued, \$100,000; dated Sept. 1, 1901 and Mar., 1903, due 1926 and 1927; denom. \$50, \$100, \$500 and \$1,000; int. payable at office of Security Trust Co., Toledo, O., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 165; gauge, 5 ft. 8½ in.; 70 lb. rail.

**Officers.**—Pres. & Gen. Man. Ellis Bartholomew, Toledo, O.; 1st V. Pres. S. M. Finch, Lima, O.; 2d V. Pres. J. H. Forrest, Sec. I. N. Covault, Toledo, O.; Treas. Wm. P. Heston, Toledo, O.; Supt. G. A. Bartholomew, Lima, O.; Ch. Engr. W. R. Toy, Lima, O.; Elecn. J. B. Crankshaw, Cincinnati, O.

**Directors.**—Ellis Bartholomew, S. S. Thorn, T. F. Whittelsey, J. H. Forrest, Wm. P. Heston, S. C. Heston, I. N. Covault, E. C. Schinness, Toledo, O.; S. M. Finch, Lima, O.

**General Office**, 563-566 The Spitzer, Toledo, O.

**References.**—Description of road, Vol. XIX, May 17, '02, p. 607, (ill.).

Date of information, Mar., 1903. z

**Toledo & Indiana Railway Co.**—Chartered June 15, 1901, in perpetuity. Municipal franchises granted in 1901 and 1902. This road commenced operation in Feb., 1903, and runs from Toledo to Bryan, Wauseon, Delta, Swanton, Archbald, Stryker, Pittsville and Holland, serving a total population of about 161,350.

**Capital Stock**, authorized and issued, \$2,500,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$1,650,000, issued, \$170,000, in escrow, \$200,000, in treasury, \$1,240,000; coupon, but may be registered; dated Jan. 1, 1902, due 1928; denom. \$500 and \$1,000; int. payable Jan. and July, at the Toledo or New York office of The Security Trust Co. of Toledo, trustee of mortgage.

First mortgage bonds may be called for payment at any time on thirty days' notice, at a price of 105 and accrued interest.

**Plant and Equipment.**—Miles of track (electric), 55 (all on private right-of-way); gauge, 4 ft. 8½ in.; 70 lb. rail; 5 motor cars; Russell engines; Gen. Elec. dynamos, West. motors; Stephenson cars; Peckham trucks.

**Officers.**—Pres. E. B. Smith V. Pres. & Treas. Geo. B. Boone, Sec. C. H. Masters, Gen. Man. H. C. Warren, Ch. Engr. Riggs Sherman, Elecn. F. B. Perkins.

**Directors.**—J. W. Longnecker, Geo. G. Metzger, James Donnelly, C. H. Masters, Frank Yesbern, D. W. Moor, L. E. Flory, E. B. Smith, Toledo, O.; F. S. Ham, A. K. Detwiler, Wauseon, O.; W. S. Boone, Napoleon, O.

**General Office**, Spitzer Bldg., Toledo, O.

**Power Station** (temporary), Delta, O.

Date of information, Mar., 1903. z

## UPPER SANDUSKY.

Population in 1900, 3,355.

**The Bucyrus, Upper Sandusky & Lima Railway Co.**—This company will commence to build 61 miles of electric railway early in 1903.

**Officers.**—Pres. Jesse Stephens, Fostoria; V. Pres. Allen Smalley, Upper Sandusky; Sec. C. D. Hare, Upper Sandusky; Treas. A. C. Stevenson, Toledo.

**General Office**, Upper Sandusky, O.

Date of information, Mar., 1903. z

## WAPAKONETA.

Population in 1900, 3,915, in 1903, (local estimates), 5,500.

**Sandusky Southwestern Railway Co.**—Chartered Nov. 10, 1902. This company has 172 miles of electric railway under construction, 10 miles of grade already built and expects to have 62 miles in operation March 16, 1904. This electric line runs from Wapakoneta, Ohio, to Sandusky City on Lake Erie, connects Kenton, Upper Sandusky, Sycamore, Tiffin, Green Springs, Bellevue, Port Clinton, and Fremont on the main line. The first division extends from Wapakoneta to Kenton, and from Lima to Bellefontaine, connects with Uniopolis, St. Johns, Lakeview, State Park, Lewistown, Roundhead, and McGuffy.

**Capital Stock**, authorized, \$5,000,000, issued, \$1,000,000; par value, \$100 per share.

**Funded Debt.**—First mortgage bonds, \$1,000,000. None yet issued.

**Contemplated Plant and Equipment.**—Miles of track (electric), 172; gauge, 4 ft. 8½ in.; 70 lb. T rail, 80 lb. rail for third rail circuit. Rolling stock will be as follows: passenger service 35 ton 60 ft. passenger baggage and mail cars, cars to be equipped with (4) 75 horse power motors. Freight service (4) 55 ton eight wheeled electric locomotives and 100 60,000 lbs. capacity standard freight cars. All cars



and locomotives to be of standard height and equipped with M. C. B. couplers and air brakes. Power to be leased from Western Ohio Railway Co.

**Officers.**—Pres. John Van Sanfleet, V. Pres. & Gen. Man. F. O. Olson, Sec. S. P. Douglass, Treas. S. W. McFarland, Gen. Supt. W. H. Wyke, Ch. Engr. H. A. Sparks, Solicitor, J. E. Yarnell, Toledo, O.

**Directors.**—F. O. Olson, S. P. Douglass, S. W. McFarland, W. H. Wyke, L. N. Means, Wapakoneta, O.; J. Van Sanfleet, W. P. Heston, J. E. Yarnell, Toledo, O.

**General Office,** Wapakoneta, O.

Date of information, Mar., 1903. z

### WARREN.

Population in 1880, 4,428, in 1890, 5,973, in 1900, 8,529.

**Trumbull Electric Railroad Co.**—The capital stock of this company is now controlled by the Pennsylvania & Mahoning Valley Ry. Co. of Youngstown, O., and the road is operated as part of that system.

**CAPITAL STOCK,** authorized and issued, \$50,000.

**FUNDED DEBT,** issued, \$23,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.42; gauge, 4 ft. 8½ in.; 66 lb. and 70 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Phoenix Iron Works engines, Gen. Elec. dynamos and motors, Brill and Ellis cars.

**OFFICERS.**—Pres. William Wallace, V. Pres. C. F. Clapp, Sec. John E. McVey, Treas. & Gen. Man. A. A. Anderson.

**DIRECTORS.**—H. C. Christy, J. L. Athey, Cleveland, O.; A. A. Anderson, Youngstown, O.; J. N. Butler, A. R. Silliman, J. W. Packard, Wm. Wallace, E. D. Kennedy, A. B. Camp, Warren, O.

Date of information, Jan., 1902. d

### WELLSTON.

Population in 1890, 4,377, in 1900, 8,045.

**Wellston & Jackson Belt Railway Co.**—This company owns an electric and steam railway, doing a freight and passenger business. The Hocking Valley Railway Co., (steam) of Columbus, O., has a perpetual lease of this road.

**PLANT AND EQUIPMENT.**—Miles of track (electric and steam), 10, steam only, 7.5; gauge 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 5 trail cars.

**OFFICERS.**—Pres. N. Monsarrat, V. Pres. C. O. Hunter, Sec. & Treas. Wm. N. Cott, Audr. Louis P. Ecker.

**GENERAL OFFICE,** Columbus, O.

Date of information Mar., 1903. z

### XENIA.

Population in 1880, 7,026, in 1890, 7,301, in 1900, 8,696.

**The Springfield & Xenia Traction Co.**—This company was formerly known as the Little Miami Traction Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22; 10 cars.

**OFFICERS.**—Pres. J. R. Nutt, Cleveland, O.; V. Pres. F. T. Pomeroy, Sec. R. E. Inskeep, Akron, O.; Treas. Will Christy, Akron, Gen. Man. Chas. S. Bidwell, Springfield, O.; Supt. J. M. Cotton, Springfield, O.; Ch. Engr. Power Station Elmer Ater.

**GENERAL OFFICE,** Arcade Bldg., Springfield, O.

Date of information, Mar., 1903. x z

### YOUNGSTOWN.

Population in 1880, 15,435, in 1890, 33,220, in 1900, 44,885.

**Pennsylvania & Mahoning Valley Railway Co.**—This company operates the Mahoning Valley Southeastern Ry. and controls the Trumbull Electric R. R. and the Mineral Ridge & Niles Street Ry. The company also owns and operates the property of the New Castle Traction Co., New Castle, Pa.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 92; gauge, 4 ft. 8½ in.; 110 cars.

**OFFICERS.**—Pres. M. A. Verner, Pittsburg, Pa.; V. Pres. Jas. Parmelee, Cleveland, O.; Treas. B. F. Miles, Cleveland, O.; Sec. J. E. McVey, Youngstown, O.; Audr. W. T. Burns, New Castle, Pa.; Gen. Man. W. C. Smith, Youngstown, O.; Supt. M. E. McCasky, New Castle, Pa.; Pur. Agt. & Ch. Engr. John Wolff, Youngstown, Pa.; Mast. Mech. T. C. Smith, Youngstown, O.

**GENERAL OFFICE,** 486 W. Federal St., Youngstown, O.

**POWER STATIONS.**—Youngstown, Edenberg, New Castle, Niles.

Date of information, Mar., 1903. z

**Youngstown-Sharon Railway & Light Co.**—Incorporated under the laws of New Jersey Dec. 5, 1900, as a consolidation of the electric railways and electric lighting and gas plants in Sharon, Pa., and Youngstown, O., and to construct an electric railway connecting the two cities. This company owns and operates the Youngstown & Sharon Street Ry., Valley Street Ry. of Sharon, Pa.; Sharon & Wheatland Street Ry., and the Sharon & New Castle Street Ry., the total mileage being 40.05 miles.

**CAPITAL STOCK,** authorized and issued, \$2,500,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$2,000,000; dated Jan. 1, 1901, due 1931; denom. \$1,000; coupon, but may be registered, subject to call on any interest date at 115; sinking fund, commencing 1906, 1 p. c. annually to 1916, 1½ p. c. annually thereafter; int. payable Jan. and July, at office of New York Security & Trust Co., trustee.

Second mortgage 5 p. c. bonds, authorized and issued, \$1,000,000 New York Security & Trust Co., New York, trustee of mortgage.

The following securities were deposited with trustee by the company as security on the mortgage.

|                                                | STOCK.   | BONDS.   |
|------------------------------------------------|----------|----------|
| Sharon Gas & Water Co.....                     | \$52,500 | \$50,000 |
| Sharpville Electric Light Co.....              | 12,000   | 12,000   |
| Shenango Valley Electric light Co.....         | 10,000   | 10,000   |
| Youngstown Consolidated Gas & Electric Co..... | 955,000  | 545,000  |
| Valley St. Ry. Co., Sharon, Pa.....            | 117,000  | 94,000   |
| Youngstown & Sharon St. Ry. Co.....            | 600,000  | 600,000  |
| Sharon & Wheatland St. Ry. Co.....             | 50,000   | 50,000   |

**OPERATION.**—Year ending Dec. 31, 1902.

Total receipts.....\$444,986

Operating expenses (including taxes).....244,972

Earnings from operation.....\$200,014

**OFFICERS.**—Pres. & Gen. Man. R. Montgomery, V. Pres. H. W. Whipple, Sec. Leighton Calkins, Treas. Osborn W. Bright, Audr. S. C. Rogers, Gen. Supt. of Rys. Godfrey Morgan, Gen. Supt. Elec. Dept. J. H. Perkins, Ch. Engr. of Power Station A. Pabst.

**GENERAL OFFICE,** Youngstown, O.

**REFERENCES.**—Description of road, Vol. XX, Aug. 2, '02, p. 139 (ill.).

Date of information, Jan., 1903. z

**Youngstown & Sharon Street Railway Co.**—This road runs from the center of Youngstown, via Hubbard to Sharon, where connection is made with the Valley St. Ry., of Sharon, Pa. Both of these roads are a part of the system of the Youngstown-Sharon Railway & Light Co., of Youngstown, O. Operation commenced Oct. 28, 1901.

**CAPITAL STOCK,** authorized and issued, \$600,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$600,000; dated Dec. 1, 1900, due 1930; denom. \$1,000; int. payable June and Dec., at office of New York Security & Trust Co., trustee.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 70 lb. T and 94 lb. girder rail; 20 motor cars.

**OFFICERS.**—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery, Gen. Supt. Godfrey Morgan, Audr. S. C. Rogers.

**DIRECTORS.**—H. W. Whipple, L. Calkins, P. F. Thompson, New York City; C. B. Wick, M. A. Norris, G. E. Rose, S. D. L. Jackson, Youngstown.

**GENERAL OFFICE,** Youngstown, O.

**REFERENCE.**—Description of park (brief, Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1903. z

**New Castle & Lowell Electric Railway.**—This road was put in operation on Feb. 1, 1902, and is an extension of the Mahoning Valley Ry.

Date of information, Mar., 1903. z

**Youngstown Park & Falls Street Railway Co.**—Chartered Oct. 26, 1893, in perpetuity. Municipal and county franchises expire in 1920 and 1921.

**CAPITAL STOCK,** authorized and issued, \$200,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$200,000; dated Dec. 31, 1898, due Jan. 1, 1916; denom. \$1,000; int. payable Jan. and July; Mercantile Trust Co., Pittsburg, trustee of mortgage.

**OPERATION.**—Year ending Apr. 30, 1903, (a portion of the April receipts and expenses being estimated).

Total receipts.....\$82,412

Operating expenses.....45,023

Earnings from operation.....37,389

Deductions from earnings.

Interest on bonds.....10,000

Net earnings.....27,389

Dividends.....12,000

Surplus.....15,389

**DIVIDENDS.**—Five semi-annual dividends have been paid, the first at the rate of 5 p. c., the remainder at the rate of 6 p. c.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.6; 6 in. and 9 in. girder and 70 lb. T rail; 9 motor cars, 11 trail cars; Gen. Elec. motors.

**OFFICERS.**—Pres. Samuel C. Grier, Pittsburg, Pa.; Sec. & Treas. Chas. W. Dahlinger, Pittsburg, Pa.; Supt. Robt. T. Ivory, Youngstown, O.

Date of information, Apr., 1903.

## ZANESVILLE.

Population in 1880, 18,113; in 1890, 21,009; in 1900, 23,538.

**Zanesville Electric Railway Co.**—Chartered Jan., 1899, as the successor to the Zanesville Ry. & Electric Co., which was chartered July 9, 1896, and was sold at receiver's sale.

**CAPITAL STOCK,** authorized and issued, \$300,000.

**FUNDED DEBT.**—First mortgage 4 p. c. gold coupon bonds, authorized, \$300,000, and issued, \$250,000; dated Feb. 1, 1899, due 1919; denom. \$1,000; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 50 lb. girder and T rail; 31 cars, of which 20 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Lamokin cars.

**OFFICERS.**—Pres. T. T. Robinson, V. Pres. J. M. Graham, Treas. W. B. Cosgrove, Sec. Gen. Man. & Pur. Agt. W. A. Gibbs, Elec. A. A. Benn.

**DIRECTORS.**—T. T. Robinson, J. M. Graham, W. A. Gibbs, W. B. Cosgrove, F. A. Durbin.

Date of information, Jan., 1902.

**Zanesville, Adamsville & Coshocton Electric Railway Co.**—This company was organized to construct an electric railway connecting Zanesville with Adamsville and Coshocton. Construction of the road has not yet been commenced.

**OFFICERS.**—Pres. J. B. Wilson, V. Pres. E. G. Abbott, Sec. H. E. Bucker, Treas. W. O. Littick.

**GENERAL OFFICE,** 47 No. 4th St., Zanesville, O.

Date of information, Mar., 1903.

## OKLAHOMA.

### OKLAHOMA CITY.

Population in 1903 (local estimates), 25,604.

**Metropolitan Railway Co.**—Chartered Jan. 30, 1902, in perpetuity. Municipal franchise granted Feb. 11, 1902. Annual meeting, first Monday in June.

**CAPITAL STOCK,** authorized, \$500,000, issued, \$160,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold, registered bonds, authorized and issued, \$160,000; dated July 3, 1902, due June 30, 1904; int. payable Jan. and July; Oklahoma Trust & Banking Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 7.25; gauge, 4 ft. 8½ in.; 45 lb., 65 lb. and 70 lb. T rail; 7 motor cars, 2 trail cars.

**OFFICERS.**—Pres. Anton H. Classon, V. Pres. W. W. Storm, Sec. John W. Shartel, Treas. Geo. H. Brauer, Supt. Chas. W. Ford.

**DIRECTORS.**—Anton H. Classon, John W. Shartel, Edward H. Cooke, Samuel T. Alton, W. W. Storm, Oklahoma City.

**GENERAL OFFICE,** Oklahoma City.

Date of information, Mar., 1903.

## OREGON.

### ASTORIA.

Population in 1880, 2,803; in 1890, 6,184; in 1900 (local estimates), 14,000.

**Astoria Electric Company.**—Chartered Mar. 2, 1900, in perpetuity. Municipal franchise granted Feb. 6, 1900, for 75 years. Annual meeting April 1. This company operates the entire railway, electric lighting and power and gas plant of Astoria.

**CAPITAL STOCK,** authorized and issued, \$300,000.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$150,000, issued, \$137,000, in treasury, \$13,000; dated Apr. 1, 1903, due 1923, denom. \$100; int. payable Oct. and May, at office of Security Saving & Trust Co., Portland, Ore., trustee of mortgage.

Bonds may be called for payment at six months' notice, at a price of 105 and accrued interest.

**OPERATION.**—Year ending Dec. 31, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$17,398 |
| " " other sources.....        | 48,685   |
| " total.....                  | 66,083   |
| Operating expenses.....       | 45,322   |
| Earnings from operation....   | 20,761   |

|                             |        |
|-----------------------------|--------|
| Deductions from income..... | 1902.  |
| Interest on bonds.....      | 6,165  |
| " " floating debt.....      | 180    |
| Taxes.....                  | 904    |
| Total.....                  | 13,511 |

### STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 400,000 |
| Car miles run.....                   | 160,416 |
| Total receipts per car mile.....     | \$4.12  |
| Operating expenses per car mile..... | .283    |

**BALANCE SHEET.**—Dated Dec. 31, 1902.

| Assets.                            | Liabilities.                      |
|------------------------------------|-----------------------------------|
| Cost of road and equip...\$451,409 | Capital stock.....\$300,000       |
| Other permanent invest.. 5,000     | Funded debt..... 137,000          |
| Cash..... 1,359                    | Accrued interest..... 3,064       |
| Bills and accts. receivable 5,952  | Bills and accts. payable.. 12,720 |
| Material and supplies.... 1,721    | Profit and loss (surplus). 13,511 |
| Other assets..... 855              |                                   |
| Total.....\$466,296                | Total.....\$466,296               |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5.1; gauge, 3 ft. 6 in.; 30 lb. T, 38 lb. and 52 lb. girder rail; 9 motor cars; 6 trail cars; 1 elec. loco., 700 H. P. station plant; Watt & Campbell, Billings & Hoffman engines, Gen. Elec. dynamos and motors, Brownell and own cars, Brill trucks.

**OFFICERS.**—Pres. S. Z. Mitchell, Tacoma, Wash.; V. Pres. S. S. Gordon, Sec. & Treas. C. N. Huggins, M. M. John Hodgson, Gen. Man. & Supt. C. A. Coolidge.

**DIRECTORS.**—S. S. Gordon, S. Z. Mitchell, C. N. Huggins, Charles H. Page, Martin Foard, Astoria, Ore.

**GENERAL OFFICE,** Page Bldg., Astoria, Ore.

Date of information, Mar., 1903.

## BAKER CITY.

Population in 1880, 1,258; in 1890, 2,604; in 1901, 6,673.

**Baker City Railway & Motor Co.**—This company is not operating at present but is planning to make material changes early in 1903.

**CAPITAL STOCK,** \$50,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 2.5; gauge, 3 ft. 5½ in.; 20 lb. T rail; 6 horses, 2 box cars.

**OFFICERS.**—Pres. Gen. Man. & Supt. C. L. Palmer, V. Pres. Joseph Palmer, Sec. & Treas. H. G. Hyde.

**DIRECTORS.**—C. L. Palmer, Jos. Palmer, H. G. Hyde.

Date of information, Jan., 1903.

## OREGON CITY.

Population in 1900, 5,000.

**Willamette Falls Co.**—(The development department of the Portland Gen. Elec. Co.)

**PLANT AND EQUIPMENT.**—Miles 5; 2 cars.

**OFFICERS.**—Supt. C. A. Miller, Oregon City.

**POWER STATION** at Oregon City,

Date of information, Jan. 1903.

## PORTLAND.

Population in 1880, 17,577; in 1890, 46,385; in 1900, 90,426.

**Portland Railway Co.**—This is the successor to the Portland Consolidated Street Ry. Co., which was sold under foreclosure of mortgage in Jan., 1896, to parties representing the second mortgage bondholders. The former company was a consolidation of the Multnomah Street Ry. Co., the Metropolitan Ry. Co., the Portland & Vancouver Ry. Co. and the Vancouver St. Ry. Co. The company also owns a ferry system across the Columbia River, with one acre of land on each side of the river for wharfage privileges, and also owns the lines formerly owned and operated by the Portland Cable Ry. Co. The capital stock of this company is now controlled by the Portland Traction Co.

**Capital Stock.**—Common stock, \$700,000.

5 p. c. preferred stock, \$100,000.

**Funded Debt.**—First consolidated mortgage 5 p. c. gold bonds, authorized, \$2,500,000, issued (see Note); coupon, but may be registered; dated Feb. 1, 1896, due Jan. 1, 1916, but redeemable at par and accrued interest in 1906 and thereafter; denom. \$250, \$500 and \$1,000; int. payable Jan. and July, at office of the Mercantile Trust Co., of New York.

Multnomah Street Ry. Co.'s first mortgage 6 p. c. gold bonds, \$148,000; dated June 1, 1890, due 1910; int. payable June and Dec.

Portland & Vancouver Ry. Co.'s first mortgage 6 p. c. bonds, \$100,000; dated 1889.

Please note date of information at end of each report.

**Note.**—Of the first consolidated mortgage bonds, \$552,000 are issued on account of the constructed and existing plant and equipment; \$248,000 are held in escrow to retire the bonds of the Multnomah Street Ry. Co. and the Portland & Vancouver Ry. Co., and the remainder are to be issued only for new track equipped with improved motor power at a rate not exceeding \$20,000 per mile, total outstanding, \$860,000.

Of the first consolidated mortgage bonds \$2,457,000 are of \$1,000 denomination and are called "Series A"; 30,000 are of \$500 denomination, and are called "Series B"; and \$13,000 are of \$250 denomination and are called "Series C."

The property and franchises formerly acquired by the Portland Consolidated Street Ry. Co. from the Metropolitan Ry. Co., are not covered by the first consolidated mortgage bonds.

**Franchises.**—The charters and franchises give the company the right to build and operate railroads in Portland and vicinity, to carry freight and passengers and to condemn property in the counties surrounding Portland.

**Plant and Equipment.**—Miles of track (electric), 29, cable, 2; gauge, 3 ft. 6 in.; 40 lb. and 45 lb. T and 83 lb. and 91 lb. grooved rail; 74 motor cars and 12 trail cars, 9 grip cars, 8 freight cars and snow plows; Hamilton Corliss engines, West. and Gen. Elec. motors, Brill, Pullman, Stockton and Hand cars; power rented, but 1-500 H. P. cable station held in reserve.

**Officers.**—Pres. O. F. Paxton, V. Pres. Wm. H. Crocker, San Francisco; Sec. F. L. Brown, Cleveland, Ohio; Treas. J. C. Ainsworth, Audr. J. F. Batchelder, Gen. Man. & Pur. Agt. F. I. Fuller.

**General Office,** First and Washington Sts., Portland, Ore.

**References.**—Description of power plant, Vol. XVII, Apr. 6, '01 p. 413 (ill.).

Date of information, Mar., 1903. z

**Portland Traction Co.**—Chartered 1894, as a successor to the Portland Cable Ry. Co. Annual meeting in March. This company is not an operating company, having in Apr., 1900, transferred its properties to the Portland Ry. Co., the capital stock of which it now controls.

**Capital Stock,** authorized, \$400,000, issued, \$300,000.

**Funded Debt.**—None.

**Officers.**—Pres. Wm. H. Crocker, V. Pres. Percy T. Morgan, Sec. F. W. Hall, San Francisco.

**General Office,** Mills Bldg., San Francisco, Cal.

Date of information, Mar., 1903. z

**City & Suburban Railway Co.**—Chartered June, 1891. This is a consolidation (1891), of the Transcontinental St. Ry. Co. and the Willamette Bridge Ry. Co. This company owns the Metropolitan R.R. and the Portland & Fairview Ry. Co.

**Capital Stock,** authorized, \$2,500,000, issued, \$1,237,000; par value, \$100 per share.

**Funded Debt.**—New mortgage 4 p. c. gold bonds, authorized, \$3,000,000, issued (see note); dated June 1, 1900, due 1930; denom. \$1,000, subject to call at par after June 1, 1915; coupon, but may be registered; int. payable June and Dec., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

#### PRIOR LIENS.

Willamette Bridge Ry. Co.'s first mortgage 6 p. c. bonds, \$100,000; dated Sept. 1, 1889, due 1919; denom. \$100; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Consolidated mortgage 6 p. c. gold bonds, authorized, \$1,000,000, issued, \$843,000, in escrow (see Note), \$100,000, in treasury, \$47,000; dated Sept. 1, 1891, due 1916; int. payable Mar. and Sept., at office of Security Savings & Trust Co., of Portland, trustee of mortgage. These bonds have all been retired except \$97,000.

**Note.**—It is stated that new mortgage bonds for \$1,125,000 will be held to retire prior liens and balance issued as required for extensions.

**Plant and Equipment.**—Miles of track (electric), 70; gauge, 3 ft. 6 in.; 30 lb. 40 lb. and 56 lb. T and 85 lb. grooved girder rail; 117 cars, Gen. Elec. dynamos and motors, Pullman cars.

**Officers.**—Pres. T. Woodward, V. Pres. H. W. Corbett, Sec. & Gen. Man. C. F. Swigert, Treas. & Audr. M. E. Swigert, Asst. Supts. E. G. McGaw, George P. Lumsden, Pur. Agt. James Caldwell, Ch. Engr. of Power Station H. Stipes, Ch. Elec. J. Gleason, Gen. Agt. Geo. W. Simons.

**Directors.**—T. Woodward, H. W. Corbett, H. C. Campbell, C. A. Dolph, R. Mallory.

**General Office,** Portland, Ore.

**References.**—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1903. z

**Oregon Water Power & Railway Co.**—This company is the successor to the Portland City & Oregon Ry. Co. which was a consolidation of the East Side Ry. Co., the Mt. Scott Ry. and the Oregon City & Southern Ry. Annual meeting second Tuesday in Jan.

**Capital Stock,** authorized and issued, \$2,000,000.

**Funded Debt.**—First mortgage 6 p. c. gold coupon bonds, authorized, \$5,000,000, issued, \$3,000,000; dated July 1, 1902, due 1932; denom. \$1000; int. payable Jan. and July, at office of Land, Title & Trust Co., Philadelphia, Pa., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 39; gauge, 4 ft. 8½ in.; 44 lb. and 56 lb. T rail; 24 motor cars and 14 trail cars; 11 box cars, 43 flat cars; 3 steam motors; 500 H. P. station plant; Baldwin engines, Gen. Elec. dynamos and motors.

**Officers.**—Pres. Wm. H. Hurlburt, V. Pres. J. F. Watson, Sec. Wm. J. Muir, Treas. Fred. S. Morris, Supt. W. W. Tiffany, Ch. Engr. & Elec. George I. Brown.

**Directors.**—Fred. S. Morris, W. H. Hurlburt, J. Frank Watson, A. B. Croasman, Wm. J. Muir, Portland, Ore.

**General Office,** 134 First St., Portland, Ore.

Date of information, Mar., 1903. z

## SALEM.

Population in 1900, 4,258.

**Salem Light & Traction Co.**—This company is a successor to the Salem Motor Ry., the Salem Light & Power Co., and the Salem Consolidated Street Ry. Co. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant. This property was sold at foreclosure sale on Mar. 4, 1901, to the Morton Trust Co., of New York, in the interests of the bondholders.

**CAPITAL STOCK,** authorized and issued, \$100,000.

**FUNDED DEBT,** \$150,000.

**FRANCHISES.**—The company owns a perpetual electric light and power franchise and a 50-year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 15 are motor cars and 4 trail cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

**LIGHTING PLANT.**—240 arc Edison and Schuyler dynamos, 3,600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant by 250 H.P.

**OFFICERS.**—Pres. E. P. McCornack, V. Pres. F. H. Page, Sec. Gen. Man. Supt. & Pur. Agt. J. L. Lambirth, Treas. First National Bank, Ch. Engr. L. Kibele, Ch. Elec. A. A. Churchill.

**GENERAL OFFICE,** Court and Liberty Sts., Salem, Ore.

Date of information, Mar., 1901. d x

## UNION.

Population in 1890, 604, in 1900, 937, in 1903, (local estimates), 1,500.

**Union Street & Suburban Railway Co.**—Chartered Dec. 22, 1894, to purchase the properties of the Union Ry.

**CAPITAL STOCK,** authorized and issued, \$20,000; par value, \$100 per share.

**PLANT AND EQUIPMENT.**—2 motor cars, 1 dummy and 30 ton locomotive.

**OFFICERS.**—Pres. J. H. Hutchinson, V. Pres. W. H. Hutchinson, Sec. W. R. Hutchinson, Treas. N. Schoonover.

**DIRECTORS.**—J. H. Hutchinson, W. H. Hutchinson, W. R. Hutchinson, N. Schoonover.

**GENERAL OFFICE,** Union, Ore.

Date of information, Mar., 1903. z

## PENNSYLVANIA.

### ALLENTOWN.

Population in 1880, 18,063, in 1890, 25,228, in 1900, 35,416.

**Lehigh Valley Traction Co.**—This company is the consolidation effected Dec. 1, 1899, of the following companies, with practically all the lines operating in Allentown and vicinity, comprising the properties previously owned or leased by the Allentown & Lehigh Valley Traction Co., as follows:

Lehigh Valley Traction Co.,  
Allentown Passenger Ry. Co.,  
Bethlehem & Allentown Street Ry. Co.,  
Bethlehem & South Bethlehem Street Ry. Co.,  
Catasauqua & Northern Street Ry. Co.,  
South Bethlehem & Hellerstown Street Ry. Co.,  
Allentown & Emaus Street Ry. Co.,  
\*Allentown Electric Light & Power Co.,  
\*Rittersville Hotel Co. and Park.

\*Not part of the consolidation, but controlled by ownership o stock.

In Feb., 1900, the properties of the Bethlehem & Nazareth St. Ry. Co. and the Bethlehem Electric Light Co. were also acquired. The company owns the entire capital stocks of all the above companies, excepting the Allentown Electric Light & Power Co., of which it owns the majority of stock.

The company also operates under lease the Allentown & Slatington Ry., the Slate Belt Ry. Co., the Coplay, Egypt & Ironton St. Ry., the Easton & Bethlehem Transit Ry., the Easton, Palmer & Bethlehem St. Ry., and the properties controlled by the Easton Consolidated Electric Co. as follows: the Easton & Bethlehem Transit Ry. Co. and the Easton Transit Co.; the Freemansburg St. Ry., Northampton Central St. Ry., Pennsylvania Motor Co.

On May 1, 1903, a bill in equity was filed in the United States Circuit Court at Philadelphia by Tom L. Johnson, Alexis L. Dupont and John B. Hoefgen, asking for the appointment of receivers for this road.

**Capital Stock.**—Common, authorized, \$2,500,000, issued, \$2,477,400; preferred, authorized, \$500,000, issued, \$176,680; par value, \$50 per share.

**Funded Debt.**—General mortgage 4 p. c. gold bonds, authorized and issued, \$3,000,000; dated Dec. 1, 1899, due 1929; denom. \$1,000; int. payable June and Dec. at office of Guarantee Trust Co. of New York, trustee of mortgage.

| Operation.—Year ending June 30, | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Total receipts.....             | \$547,178 | \$740,017 |
| Operating expenses.....         | 277,099   | 351,128   |
| Earnings from operation.....    | 270,079   | 388,889   |
| Deductions from earnings.       |           |           |
| Taxes.....                      | 7,289     | 16,092    |
| Interest.....                   | 120,000   | 120,000   |
| Rentals.....                    | 71,317    | 215,150   |
| Other deductions.....           |           | 1,371     |
| Net income.....                 | 71,473    | 36,276    |
| Dividends.....                  | 79,988    | 95,181    |
| Deficit.....                    | 8,515     | 58,905    |
| Total deficit.....              |           | 58,109    |
| P. c. dividends paid.....       |           | 4         |

#### OPERATING EXPENSES.

| Year ending June 30,                  | 1901.      | 1902.      |
|---------------------------------------|------------|------------|
| General expenses.....                 | \$ 43,095  | \$ 66,073  |
| Transportation expenses.....          | 205,100    | 201,150    |
| Maintenance of way and buildings..... | 5,204      | 41,766     |
| Maintenance of equipment.....         | 23,700     | 42,139     |
| Total.....                            | \$277,099  | \$351,128  |
| Passengers carried.....               | 10,892,114 | 14,114,538 |

#### Balance Sheet.—Dated June 30,

| ASSETS.                          | 1900.      | 1901.       | 1902.       |
|----------------------------------|------------|-------------|-------------|
| Cost of road.....                | \$ 986,868 | \$1,164,878 | \$1,292,406 |
| Cost of equipment.....           | 904,348    | 1,199,929   | 1,343,858   |
| Stock of other companies.....    | 200,200    | 200,200     | 206,200     |
| Other permanent investments..... | 2,586,794  | 2,508,606   | 2,596,110   |
| Discount on stock and bonds..... | 300,000    | 375,000     | 479,628     |
| Cash.....                        | 20,849     | 3,408       |             |
| Accounts receivable.....         | 41,794     |             |             |
| Material and supplies.....       | 25,474     | 52,933      | 75,866      |
| Additions and betterments.....   |            | 107,166     | 176,245     |
| Open accounts.....               |            | 74,465      | 1,012,841   |
| Real estate.....                 |            | 5,000       |             |
| Sundries.....                    |            |             | 10,500      |
| Profit and loss (deficit).....   |            |             | 58,109      |

Total.....\$5,066,327 \$5,691,226 \$7,251,762

#### LIABILITIES.

|                                |             |             |             |
|--------------------------------|-------------|-------------|-------------|
| Capital stock.....             | \$1,700,000 | \$2,000,000 | \$2,654,080 |
| Funded debt.....               | 3,000,000   | 3,000,000   | 3,000,000   |
| Cash.....                      |             |             | 27,864      |
| Accounts payable.....          | 76,078      | 225,474     | 76,986      |
| Bills payable.....             |             | 79,755      |             |
| Accounts accrued.....          | 20,313      | 49,578      | 52,365      |
| Trusted stock.....             | 225,000     | 300,000     |             |
| Notes and mortgage.....        | 35,625      | 35,625      | 698,259     |
| Sundries.....                  |             |             | 742,209     |
| Profit and loss (surplus)..... | 9,311       | 796         |             |

Total.....\$5,066,327 \$5,691,226 \$7,251,762

**Plant and Equipment.**—Miles of track (electric), owned 50.35 leased 95.53; gauge 4 ft. 8½ in., 5 ft. 2½ ins.; 60 lb. to 70 lb. T and girder rail; 95 motor cars; Cooper engines, Gen. Elec. and West. dynamos, West motors, Brill, St. Louis and Stephenson cars.

**Officers.**—Pres. Robert E. Wright, V. Pres. Loftin E. Johnson, Sec. & Treas. C. M. Bates, Allentown, Pa.; Asst. Sec. & Asst. Treas. C. M. Walter, Gen. Man. A. H. Haywood.

**Directors.**—Loftin E. Johnson, C. M. Walter, C. M. Bates, Samuel Harris, R. E. Wright, Wilson J. Hartzell.

**General Office,** Allentown, Pa.

**Date of information,** May, 1903.

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**Allentown & Slatington Street Railway Co.**—Chartered Dec. 1, 1898. This road is operated by the Lehigh Valley Traction Co.

**Capital Stock,** \$240,000.

**Funded Debt.**—First mortgage 4 p. c. bonds authorized and issued, \$500,000; dated Dec. 1, 1900, due 1930.

**Balance Sheet.**—Dated June 30, 1902.

| Assets.                | Liabilities.       |
|------------------------|--------------------|
| Cost of road.....      | Capital stock..... |
| Cost of equipment..... | Funded debt.....   |
| Total.....             | Total.....         |

**Officers.**—Pres. Hugh E. Crilly, Sec. Walter J. Saeger, Treas. John L. Schwartz.

**Directors.**—H. E. Crilly, Walter J. Saeger, John L. Schwartz, Patrick F. Cannon, R. E. Wright.

**General Office,** Allentown, Pa.

**Date of information,** Mar., 1903.

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**Allentown & Kutztown Traction Co.**—Chartered Apr. 25, 1898. This company leases the properties of the Allentown & Reading St. Ry. Co. and the Kutztown & Fleetwood St. Ry. Co., and has also entered into an agreement with the United Traction Co. of Reading for the purpose of extending its lines from Allentown into the city of Reading.

**Capital Stock,** authorized and issued, \$250,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. bonds, \$195,000.

| Operation.—Year ending June 30, | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|
| Receipts from operation.....    | \$15,274 | \$40,229 | \$50,084 |
| " " other sources.....          | 5,988    | 3,372    | 6,766    |
| " total.....                    | 21,262   | 43,601   | 56,850   |
| Operating expenses.....         | 17,203   | 24,961   | 33,734   |
| Earnings.....                   | 4,059    | 18,640   | 23,116   |
| Deductions from earnings.....   | 3,046    | 6,105    |          |
| Taxes.....                      |          |          | 953      |
| Interest.....                   |          |          | 8,830    |
| Other deductions.....           |          |          | 5,246    |

Net income.....1,023 12,535 8,088  
Total surplus.....16,322

#### OPERATING EXPENSES.

| Year ending June 30, 1902.            |          |
|---------------------------------------|----------|
| General expenses.....                 | \$ 4,275 |
| Transportation expenses.....          | 23,254   |
| Maintenance of way and structure..... | 2,655    |
| " of equipment.....                   | 3,550    |

Total.....\$33,734  
Passengers carried.....1,058,039

#### Balance Sheet.—Dated June 30,

| ASSETS.                            | 1900.     | 1901.     | 1902.     |
|------------------------------------|-----------|-----------|-----------|
| Cost of road.....                  | \$143,694 | \$556,793 | \$664,022 |
| " equipment.....                   | 36,958    | 56,642    | 54,800    |
| Stock for leases and services..... | 247,600   |           | 720       |
| Cash.....                          | 953       | 2         |           |
| Accounts receivable.....           | 208       | 300       |           |
| Materials and supplies.....        | 3,331     | 1,787     | 3,532     |
| Total.....                         | \$432,744 | \$615,524 | \$723,075 |

#### LIABILITIES.

|                                |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$250,000 | \$250,000 | \$250,000 |
| Funded debt.....               | 38,500    | 144,000   | 195,000   |
| Loans.....                     | 95,698    | 158,519   | 156,222   |
| Accounts payable.....          | 17,415    | 13,982    | 12,010    |
| Construction account.....      | 31,131    | 49,023    | 53,520    |
| Mortgages.....                 |           |           | 40,000    |
| Profit and loss (surplus)..... |           |           | 16,322    |

Total.....\$432,744 \$615,524 \$723,075

**Plant and Equipment.**—Miles of track (electric), 21.43; gauge, 4 ft. 8½ in.; 65 lb. T rail; 24 cars; West. generator.

**Officers.**—Pres. Howard E. Ahrens, Sec. A. R. Beers, Mauch Chunk, Pa.; Treas. W. D. Mahn, Supt. I. S. Ruth, Reading, Pa.

**Directors.**—G. H. Gerber, Asa R. Beers, F. R. Wagner, H. E. Ahrens, J. M. Kutz, Wesley D. Mahn, P. L. Diener, S. K. Hoffman, Samuel C. Boyer.

**General Office,** Allentown, Pa.

**Reference.**—Description of park, (brief), Vol. XVII, Mar. 2, '01, p. 308.

**Date of information,** Nov., 1902.

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**Philadelphia & Lehigh Valley Traction Co.**—Chartered Feb. 14, 1901. This company was formed by the consolidation of the Allentown & Coopersburg St. Ry. Co., St. Ry. Co. and the Inland Traction Co.

**Capital Stock**, authorized and issued, \$1,500,000.  
**Funded Debt**.—First mortgage 5 p. c. bonds authorized, \$2,500,000; issued, \$1,932,000; dated Mar. 1, 1902, due 1932.

**Operation**.—Year ending June 30, 1902.  
 Receipts from passengers..... \$69,312  
 " other sources..... 4,870  
 " total..... 74,182  
 Operating expenses..... 88,497

Net income..... \*14,315  
 Deductions from earnings  
 Taxes..... 1,479  
 Other deductions..... 3,618

Surplus..... \*19,412  
 Total surplus..... \*29,720  
 \*Deficit.

#### OPERATING EXPENSES.

Year ending June 30, 1902.  
 General expenses..... \$35,192  
 Transportation expenses..... 44,315  
 Maintenance of way and structures..... 3,886  
 " of equipment..... 5,106

Total..... \$88,497  
 Passengers carried..... 1,383,736

#### Balance Sheet.—Dated June 30, 1902.

| Assets.                        |             | Liabilities.           |             |
|--------------------------------|-------------|------------------------|-------------|
| Cost of road.....              | \$1,381,110 | Capital stock.....     | \$1,500,000 |
| Cost of equipment.....         | 692,496     | Funded debt.....       | 1,932,000   |
| Stks. of other cos.....        | 1,593,396   | Other liabilities..... | 461,370     |
| Current assets.....            | 196,650     |                        |             |
| Profit and loss (deficit)..... | 29,720      |                        |             |

Total..... \$3,893,371 Total..... \$3,893,371

**Plant and Equipment**.—Miles of track (electric), 50.05; gauge, 4 ft. 8½ in.; 17 motor cars.

**Officers**.—Pres. Francis J. Crilly, Sec. & Treas. C. M. Bates, Gen. Man. Samuel Harris.

**Directors**.—R. E. Wright, C. M. Walter, Loftin E. Johnson, Samuel Harris, C. M. Bates and Francis J. Crilly, Allentown, Pa.; John Honecher, Easton, Pa.

Date of information, Mar., 1903.

#### ALTOONA.

Population in 1880, 19,710, in 1890, 30,337, in 1900, 38,973.

**The Altoona & Logan Valley Electric Railway Co.**—Chartered Dec. 12, 1892, for 99 years. Annual meeting, Jan. This company owns and operates the lines of the City Passenger Ry. Co., of Altoona, and controls the Lakemont Park Co. On Mar. 1, 1901, the American Railways Co. secured control of this company by purchase of a large majority of the stock.

**Capital Stock**, authorized, \$500,000, issued, \$415,350; par value, \$50 per share.

**Funded Debt**.—First mortgage 5 p. c. coupon gold bonds, authorized, \$500,000, outstanding, \$470,500, in treasury (see Note), \$29,500; dated July 1, 1893, due July 1, 1923; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Cassatt & Co., of Philadelphia, and First National Bank of Altoona; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

**Note**.—The mortgage deed provides that not less than 1 p. c. of the bonds outstanding shall be retired annually, from July 1, 1894, and \$29,500 have already been so retired.

The bonds may be called for payment after July, 1903, at twenty-one days' notice, at 105 and accrued interest.

**Franchises**.—Granted 1893 in perpetuity, conveying exclusive rights for Hollidaysburg, and right for double track railroad, thence to Altoona, and from Altoona to Bellwood; also exclusive rights in Bellwood.

**Operation**.—Year ending June 30,  

|                         | 1899.    | 1900.    | 1901.     | 1902.     |
|-------------------------|----------|----------|-----------|-----------|
| Receipts from pass..... | \$77,154 | \$92,074 | \$106,677 | \$121,540 |
| " other sources.....    | 8,628    | 11,263   | 20,586    | 33,922    |
| " total.....            | 85,782   | 103,337  | 127,263   | 155,462   |
| Operating expenses..... | 38,871   | 47,982   | 53,259    | 80,139    |

|                              |        |        |        |        |
|------------------------------|--------|--------|--------|--------|
| Earnings from operation..... | 46,911 | 55,355 | 74,004 | 75,323 |
| Deduc. from earnings.        |        |        |        |        |
| Int. on bonds.....           | 25,000 | 25,000 | 25,000 | 25,000 |
| Sinking fund.....            | 5,000  | 5,000  |        |        |
| Taxes.....                   | 4,142  | 4,090  | 5,427  | 4,996  |
| Rentals.....                 | 1,375  | 12,500 |        |        |
| Other expenses.....          |        |        | 1,506  | 3,495  |

|                             |        |       |        |        |
|-----------------------------|--------|-------|--------|--------|
| Net income.....             | 11,394 | 8,765 | 42,071 | 41,832 |
| Dividend on investment..... |        |       | 26,122 | 41,535 |

|                                    |        |        |        |         |
|------------------------------------|--------|--------|--------|---------|
| Surplus.....                       | 11,394 | 8,765  | 15,949 | 297     |
| Total surplus account.....         | 38,249 | 59,514 |        | 126,959 |
| P. c. oper. exp. to total rcpts... | 45     | 46.4   | 41.8   | 51.6    |

#### OPERATING EXPENSES.

Year ending June 30, 1902.  
 General expenses..... \$13,770  
 Transportation expenses..... 33,430  
 Maintenance of way and structures..... 28,163  
 " of equipment..... 4,777

Total..... \$80,139  
 Passengers carried..... 2,477,227

#### Balance Sheet.—Dated June 30,

|                            | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|
| <b>ASSETS.</b>             |           |           |           |           |
| Cost of road and equip.... | \$601,124 | \$641,794 | \$667,684 | \$819,042 |
| Stock of other companies.. | 315,000   | 315,000   | 315,000   | 315,000   |
| Cash.....                  | 13,071    | 12,607    | 17,037    | 891       |
| Open accounts.....         | 31,042    | 6,361     | 16,563    | 108,782   |
| Material and supplies....  |           |           | 11,664    | 69,478    |
| Bills receivable.....      |           |           | 6,601     | 6,602     |
| Unexpired insurance.....   |           |           | 1,225     | 1,151     |
| Capital from earnings..... |           | 77,444    |           |           |

Total..... \$960,237 \$1,053,206 \$1,035,775 \$1,320,946

#### LIABILITIES.

|                              |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$380,350 | \$380,350 | \$415,350 | \$415,350 |
| Funded debt.....             | 475,000   | 475,000   | 470,500   | 470,500   |
| Stock to be issued.....      |           | 77,444    |           |           |
| Accrued interest.....        | 2,738     | 18,988    |           |           |
| Loans.....                   | 34,057    |           |           |           |
| Dividends unpaid.....        |           |           | 16,614    |           |
| Accounts payable.....        | 29,843    | 30,493    | 5,981     | 300,478   |
| Special funds.....           |           | 11,417    | 7,133     | 6,013     |
| Other liabilities.....       |           |           |           | 1,645     |
| Profit and loss (surplus)... | 38,249    | 59,514    | 120,197   | 126,959   |

Total..... \$960,237 \$1,053,206 \$1,035,775 \$1,320,946

**Plant and Equipment**.—Miles of track (electric), 20.5, gauge, 5 ft. 3 in.; 56 lb. and 60 lb. T and 73 lb. girder rail; 27 motor cars, 16 trail cars; 1350 H. P. engines, 925 K. W. dynamos, Allis and Altoona engines, Heine boilers, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and St. Louis cars.

**Officers**.—Pres. J. J. Sullivan, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. S. S. Crane, Ch. Engr. of Power Station L. M. Wilson.

**Directors**.—J. J. Sullivan, H. J. Crowley, C. L. S. Tingley, John Lloyd, M. H. Canan.

General Office, Altoona, Pa.

Date of information, Mar., 1903.

**City Passenger Railway Co. of Altoona**.—Chartered June 15, 1889, for 90 years. Annual meeting, Jan. On Mar. 1, 1901, the American Railways Co. secured control of this road by purchase of a large majority of the stock.

**Capital Stock**, authorized and issued, \$200,000; par value, \$50 per share. Dividends payable in Jan. and July. Since June 30, 1896, \$174,550 of the capital stock of this company has been owned by the Altoona & Logan Valley Electric Ry. Co.

**Funded Debt**.—First mortgage, 5 p. c. registered bonds, authorized and issued, \$50,000; dated Jan. 15, 1892, due 1912; denom. \$200, \$500 and \$1,000; int. payable Jan. and July, at offices of the company and First National Bank of Altoona; trustee of mortgage, A. J. Riley, of Altoona.

**Franchises**.—Granted in 1882 for 90 years.

**Operation**.—Year ending Dec. 31, June 30,  

|                                | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|--------------------------------|----------|----------|----------|----------|-----------|
| Receipts from pass.....        | \$67,638 | \$71,280 | \$87,582 | \$95,685 | \$113,560 |
| " other sources.....           | 175      | 186      | 1,400    | 295      | 4,000     |
| " total.....                   | 67,813   | 71,466   | 88,982   | 95,980   | 117,560   |
| Operating expenses.....        | 47,783   | 50,879   | 56,673   | 55,713   | 89,150    |
| Earnings from operat'n.        | 20,030   | 20,587   | 32,309   | 40,267   | 28,410    |
| Deduc. from earnings.          |          |          |          |          |           |
| Interest on bonds..            | 2,500    | 2,500    | 2,500    | 2,500    | 2,500     |
| Taxes.....                     | 1,620    | 1,751    | 2,280    | 3,058    | 3,022     |
| Other deductions...            |          |          |          |          | 2,354     |
| Net income.....                | 15,910   | 16,336   | 27,529   | 34,709   | 20,535    |
| Imp'v'm'ts & betterm'ts.       | 8,500    | 6,480    | 5,000    |          |           |
| Dividends paid.....            | 5,000    | 10,000   |          | 20,000   | 20,000    |
| P. c. op. exp. to total rcpts. | 70       | 71       | 63.7     | 58.1     | 75.8      |

#### OPERATING EXPENSES.

Year ending June 30, 1902.  
 General expenses..... \$10,417  
 Transportation expenses..... 43,957  
 Maintenance of way and structures..... 29,635  
 " of equipment..... 5,141

Total..... \$89,150  
 Passengers carried..... 3,150,864

Please note date of information at end of each report.

**Balance Sheet.**—Dated June 30.

| ASSETS.                       | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|
| Cost of road and equipment..  | \$250,000 | \$250,000 | \$250,000 | \$423,178 |
| Cash assets .....             | 17,116    | 29,815    | 34,100    | 1,652     |
| Other assets.....             | 1,100     | 5,887     | 737       | 465       |
| Total.....                    | \$268,216 | \$285,702 | \$284,838 | \$425,295 |
| <b>LIABILITIES.</b>           |           |           |           |           |
| Capital stock.....            | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| Funded debt.....              | 50,000    | 50,000    | 50,000    | 50,000    |
| Bills payable.....            | 4,963     | 4,270     | 3,950     |           |
| Unpaid dividends.....         |           |           | 10,000    |           |
| Other liabilities.....        | 4,350     |           | 2,389     | 160,593   |
| Profit and loss (surplus).... | 8,903     | 31,432    | 18,499    | 14,701    |
| Total.....                    | \$268,216 | \$285,702 | \$284,838 | \$425,295 |

**Plant and Equipment.**—Miles of track (electric), 9; gauge, 5 ft. 3 in.; 60 lb. T and 73 lb. girder rail; 26 motor cars, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill trucks; power furnished by A. & L. V. E. Ry. Co.

**Officers.**—Same as Altoona & Logan Valley Elec. Ry. Co.

**Directors.**—J. J. Sullivan, H. J. Crowley, C. L. S. Tingley, John Lloyd, W. V. Hughes.

**General Office,** Altoona, Pa.

**References.**—Increase of stock, Vol. IX, Feb., '93, p. 128.

**Date of information,** Mar., 1903.

**BANGOR.**

Population in 1890, 2,509, in 1900, 4,106.

**Bangor & East Bangor Street Railway Co.**—This company was organized June 10, 1901, and on Dec. 23, 1901, the company acquired by purchase the property of the Bangor, East Bangor & Portland St. Ry. Co.

**CAPITAL STOCK,** \$40,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds authorized and issued, \$40,000; dated Dec. 23, 1901, due 1931.

**Balance Sheet.**—Dated June 30, 1902.

| Assets.                            | Liabilities.                 |
|------------------------------------|------------------------------|
| Cost of road and equip....\$80,000 | Capital stock.....\$40,000   |
| Cash and current assets.. 1,459    | Funded debt..... 40,000      |
| Profit and loss (deficit).... 241  | Other liabilities..... 1,700 |
| Total.....\$81,700                 | Total.....\$81,700           |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2.69.

**OFFICERS.**—Pres. B. F. Dillard, Sec. Joshua Bray, Treas. James Masters, Gen. Supt. D. H. Keller.

**DIRECTORS.**—B. F. Dillard, James Masters, Wm. Bray, Joshua Bray, East Bangor, Pa.; E. P. Buzzard, Adolphus Smith, D. H. Keller, Bangor, Pa.

**Date of information,** Oct., 1902.

**BEAVER FALLS.**

Population in 1880, 5,104, in 1890, 9,724, in 1900, 10,054, population served, 50,000.

**Beaver Valley Traction Co.**—Chartered June 29, 1891, in perpetuity. Annual meeting first Saturday in Nov. This company is a consolidation, effected Oct. 1, 1900, of the Beaver Valley Street Ry. Co., the Central Electric Street Ry. Co., the People's Electric St. Ry., of Rochester, Pa., the College & Grand View Elec. St. Ry., the Rochester & Monaca Elec. St. Ry. and the Beaver & Vanport Elec. St. Ry. This road was entirely reconstructed in 1901, and connects the following towns and boroughs, Beaver Falls, New Brighton, Rochester, Beaver, Monaca, Colonia, Freedom, Conway, Vanport, Bridgewater, Sharon, Fallston and College Hill.

**CAPITAL STOCK,** authorized and issued, \$1,000,000; par value, \$50 per share.

**FUNDED DEBT.**—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$675,000, in escrow, \$325,000, to retire prior liens; dated Oct. 1, 1900, due 1950; denom. \$1,000; subject to call at 110 and accrued interest; int. payable at office of Pennsylvania Co. for Insurance on Lives and Annuities, of Philadelphia, trustee of mortgage.

**PRIOR LIENS.**

First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$150,000; dated Aug. 8, 1891, due July 1, 1911; denom. \$1,000; int. payable Jan. and July, at office of Union Trust Co., Pittsburgh, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, \$100,000; coupon, but may be registered; dated Oct. 1, 1895, due 1915; denom. \$500; int. payable Apr. and Oct., at office of Union Trust Co., of Pittsburgh, Pa., trustee of mortgage.

People's Electric Street Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, \$50,000; due 1912; denom. \$1,000.

People's Electric Street Ry. Co.'s second mortgage 6 p. c. gold coupon bonds, \$25,000; due 1915; denom. \$1,000.

**OPERATION.**—Year ending

|                                | Dec. 31, 1898. | 1899.    | 1900.    | June 30, 1901. | 1902.     |
|--------------------------------|----------------|----------|----------|----------------|-----------|
| Receipts from passengers..     | \$66,920       | \$68,654 | \$58,107 | \$106,705      | \$158,869 |
| " other sources.....           | 3,017          | 2,186    | 1,362    | 41,287         | 2,735     |
| " total.....                   | 69,937         | 70,840   | 59,469   | 147,992        | 161,604   |
| Operating expenses.....        | 39,425         | 42,296   | 48,015   | 66,526         | 89,489    |
| Earnings from operation..      | 30,512         | 28,544   | 11,454   | 81,466         | 72,115    |
| Deductions from earnings.      |                |          |          |                |           |
| Interest on bonds.....         | 16,357         | 16,346   | 16,451   | 29,715         | 54,364    |
| Taxes.....                     | 2,739          | 1,895    | 3,198    | 2,109          | 10,113    |
| Rentals and tolls.....         | 1,940          |          |          |                |           |
| Insurance.....                 | 337            |          |          |                |           |
| Dividends.....                 |                |          | 6,000    |                |           |
| Other deductions.....          |                |          |          | 8,362          | 9,769     |
| Net income.....                | 9,139          | 10,303   | *14,195  | 41,280         | *2,131    |
| Total surplus account....      | 54,933         | 59,279   | 45,103   | 38,476         | 5293      |
| P. c. op. exp. to total recp's | 56.3           | 59.7     | 80.7     | 45.0           | 5.4       |
| * Deficit.                     |                |          |          |                |           |

**OPERATING EXPENSES.**

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$24,949  |
| Transportation expenses.....           | 54,245    |
| Maintenance of way and structures..... | 2,448     |
| " of equipment.....                    | 7,846     |
| Total.....                             | \$89,489  |
| Passengers carried.....                | 3,434,315 |

**Balance Sheet.**—Dated

| ASSETS.                 | Dec. 31, 1898. | 1899.     | 1900.     | June 30, 1901. | 1902.       |
|-------------------------|----------------|-----------|-----------|----------------|-------------|
| Cost of road & equip..  | \$326,875      | \$607,084 | \$612,154 | \$1,750,000    | \$2,073,773 |
| Treasury bonds.....     |                |           |           |                | 104,000     |
| Cash assets.....        | 2,717          | 4,433     | 7,696     | 179,498        | 40,545      |
| Bills receivable.....   | 17,500         | 17,053    | 15,788    | 11,198         | 2,239       |
| Dividend No. 1.....     |                |           |           | 3,016          |             |
| Investments.            |                |           |           |                |             |
| B. V. S. R. stock.....  | 140,000        |           |           |                |             |
| Cent. Elec. ".....      | 110,000        |           |           |                |             |
| Real estate and bldgs.  | 31,241         |           |           |                |             |
| Suspense account....    |                |           |           | 1,152          |             |
| Total.....              | \$610,684      | \$628,333 | \$628,570 | \$635,638      | \$2,220,557 |
| <b>LIABILITIES.</b>     |                |           |           |                |             |
| Capital stock.....      | \$300,000      | \$300,000 | \$300,000 | \$1,000,000    | \$1,000,000 |
| Funded debt.....        | 250,000        | 250,000   | 250,000   | 750,000        | 1,000,000   |
| Bills payable.....      | 16,747         |           |           | 150,000        | 220,264     |
| Accounts payable....    | 6,653          | 19,273    | 40,535    | 6,389          |             |
| Profit & loss (surplus) | 54,933         | 59,297    | 45,103    | 38,476         | 293         |
| Total.....              | \$628,333      | \$628,570 | \$635,638 | \$1,944,865    | \$2,220,557 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 25; gauge, 5 ft 2 in.; 73 lb. and 90 lb. girder rail; 38 motor cars; Ridgway and Buckeye engines, Babcock & Wilcox and Caldwell boilers, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

**OFFICERS.**—Pres. John M. Buchanan, V. Pres. Sydney L. Wright, Sec. & Treas. Walter T. Bilyeu, Asst. Sec. & Asst. Treas. J. C. Lightfoot, Gen. Man. Gaylord Thompson, Conslt. Engr. A. H. Engstrom.

**DIRECTORS.**—John M. Buchanan, Theodore P. Simpson, Sydney L. Wright, W. Fred'k Snyder, Howard S. Graham, Wm. Henry Snyder, Harry W. Reeves, Wm. Redwood Wright, Gaylord Thompson.

**PHILADELPHIA OFFICE,** 308 Chestnut St.

**GENERAL OFFICE,** Beaver Falls, Pa.

**POWER STATION,** Rochester Township, Pa.

**Date of information,** Mar., 1903.

**Riverview Electric Street Railway Co.**—Chartered June 18, 1892.

**CAPITAL STOCK,** \$75,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$75,000; dated June 1, 1901, due 1931.

**OPERATION.**—Year ending June 30,

|                           | 1898. | 1899.   | 1900.   | 1901.   | Period Aug. 12, 1901, to June 30, 1902. |
|---------------------------|-------|---------|---------|---------|-----------------------------------------|
| Gross receipts.....       | \$514 | \$2,714 | \$3,040 | \$3,508 | \$6,859                                 |
| Operating expenses.....   | 348   | 3,722   | 4,320   | 3,926   | 6,897                                   |
| Earnings from operation.. | 166   | \$992   | *1,280  | *418    | *38                                     |
| Deductions from earnings. |       |         |         |         |                                         |
| Taxes.....                |       |         |         |         | 171                                     |
| Interest.....             |       |         |         |         | 1,875                                   |
| Net income.....           |       |         |         |         | *2,084                                  |
| * Deficit.                |       |         |         |         |                                         |

Please note date of information at end of each report.



## BALANCE SHEET.—Dated June 30,

| ASSETS.                   | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|---------------------------|----------|----------|----------|----------|-----------|
| Cost of road.....         | \$25,986 | \$36,950 | \$38,608 | \$65,191 | \$152,102 |
| " " equipment.....        | 2,171    | 2,229    | 2,835    | 2,835    | 575       |
| Cash.....                 | 700      | 154      |          | 1,228    | 501       |
| Sundries.....             |          |          |          | 512      |           |
| Profit and loss (deficit) | 841      | 2,130    |          | 2,549    | 2,084     |
| Total.....                | \$28,857 | \$40,174 | \$43,573 | \$72,315 | \$155,323 |
| LIABILITIES.              |          |          |          |          |           |
| Capital stock.....        | \$14,190 | \$15,360 | \$15,560 | \$50,000 | \$75,000  |
| Funded debt.....          |          |          |          |          | 75,000    |
| Loans.....                | 13,543   | 24,647   | 27,137   | 22,315   | 5,223     |
| Accounts payable.....     | 958      | 167      | 876      |          | 100       |
| Total.....                | \$28,857 | \$40,174 | \$43,573 | \$72,315 | \$155,323 |

PLANT AND EQUIPMENT.—Miles of track (electric), 3.63; 3 motor cars.

OFFICERS.—Pres. Wm. Redwood Wright, V. Pres. Sydney L. Wright, Sec. & Treas. Walter T. Bilyeu.

DIRECTORS.—W. Fred'k Snyder, Sydney L. Wright, Wm. Redwood Wright, Gaylord Thompson, Walter T. Bilyeu.

GENERAL OFFICE, New Brighton, Pa.

PHILADELPHIA OFFICE, 308 Chestnut St.

Date of information, Mar., 1903.

**Patterson Heights Street Railway Co.**—Chartered July 3, 1895. Annual meeting third Monday in Jan. The road is a combined electric and cable incline.

CAPITAL STOCK, authorized and issued, \$6,000.

FUNDED DEBT.—First mortgage 6 p. c. gold registered bonds, authorized, \$6,000, issued, \$4,800; dated June 1, 1898; denom. \$500; int. payable June and Dec., at First National Bank, Beaver Falls, Pa.; trustee of mortgage, James M. May.

## OPERATION.—Year ending

|                         | June 30, 1898. | Dec. 31, 1899. | June 30, 1900. | June 30, 1901. | June 30, 1902. |
|-------------------------|----------------|----------------|----------------|----------------|----------------|
| Total receipts.....     | \$1,335        | \$1,270        | \$1,270        | \$1,288        | \$1,425        |
| Operating expenses..... | 1,738          | 1,122          | 1,196          | 1,352          | 1,701          |
| Earnings.....           | *403           | 148            | 74             | *64            | *276           |
| Taxes.....              | 11             | 10             | 16             | 10             | 15             |
| Interest on bonds.....  | 444            | 250            | 194            | 146            | 442            |
| Net income.....         | *858           | *111           | *136           | *220           | *733           |
| *Deficit.               |                |                |                |                |                |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1898.    | Dec. 31, 1899. | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------------|----------|----------|----------|
| Cost of road and equipment.    | \$9,254  | \$9,254        | \$9,254  | \$9,254  | \$9,254  |
| Cash on hand.....              | 270      | 274            | 69       | 48       | 14       |
| Profit and loss (deficit)..... | 1,276    | 1,272          | 1,477    | 1,698    | 2,432    |
| Total.....                     | \$10,800 | \$10,800       | \$10,800 | \$11,000 | \$11,700 |
| LIABILITIES.                   |          |                |          |          |          |
| Capital stock.....             | \$6,000  | \$6,000        | \$6,000  | \$6,000  | \$6,000  |
| Funded debt.....               | 4,800    | 4,800          | 4,800    | 5,000    |          |
| Loans and accounts payable.    |          |                |          |          | 5,700    |
| Total.....                     | \$10,800 | \$10,800       | \$10,800 | \$11,000 | \$11,700 |

PLANT AND EQUIPMENT.—Miles of track (electric), .45; gauge, 5 ft. 2½ in.; 30 lb. T. rail; 1 motor car; Gen. Elec. motors; Brill cars.

OFFICERS.—Pres. John Reeves, Sec. & Treas. John T. Reeves, Supt. Fred. Haser.

DIRECTORS.—John Reeves, Jas. F. Merriman, Henry W. Reeves, H. C. Patterson, C. H. Myers, John T. Reeves.

PRESIDENT'S OFFICE, 401 Seventh Ave., Beaver Falls, Pa.

Date of information, Dec., 1902.

## BETHLEHEM.

Population, in 1880, 5,193, in 1890, 6,762, in 1900, 7,293.

**Bethlehem & Nazareth Passenger Railway Co.**—This company is controlled and operated by the Lehigh Valley Traction Co., of Allentown, Pa.

CAPITAL STOCK, authorized, \$150,000.

FUNDED DEBT, authorized, \$150,000.

## BALANCE SHEET.—Dated June 30, 1902.

| ASSETS.                |           | LIABILITIES.       |           |
|------------------------|-----------|--------------------|-----------|
| Cost of road.....      | \$255,115 | Capital stock..... | \$150,000 |
| Cost of equipment..... | 44,885    | Funded debt.....   | 150,000   |
| Total.....             | \$300,000 | Total.....         | \$300,000 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T. rail; 6 motor cars.

OFFICERS.—Pres. Wilson J. Hartzell, Sec. & Treas. C. M. Bates.  
DIRECTORS.—Rob't E. Wright, Samuel Harris, W. J. Hartzell, T. N. Dodson, James Thomas, T. M. Dodson, C. A. Wolle, G. H. Wolle, Jos. J. McKee.

GENERAL OFFICE, Bethlehem, Pa.

Date of information, Mar., 1903.

**Slate Belt Electric Traction Co.**—Chartered Feb. 14, 1899. This road is operated by the Lehigh Valley Traction Co.

CAPITAL STOCK, authorized and issued, \$360,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$360,000; dated June 1, 1900, due 1930; int. payable June and Dec.

## BALANCE SHEET.—Dated June 30, 1901-2.

| ASSETS.                |           | LIABILITIES.       |           |
|------------------------|-----------|--------------------|-----------|
| Cost of road.....      | \$659,697 | Capital stock..... | \$360,000 |
| Cost of equipment..... | 60,303    | Funded debt.....   | 360,000   |
| Total.....             | \$720,000 | Total.....         | \$720,000 |

OFFICERS.—Pres. G. A. Schneebeli, Sec. R. B. Keys, Treas. Clarence A. Wolle, Supt. Geo. A. Wolle.

DIRECTORS.—Truman M. Dodson; Bethlehem, Pa.; James Thomas, Charles R. Horn, Catasauqua, Pa.; A. S. Keck, W. J. Hartzell, R. E. Wright, Allentown, Pa.; Alvin Hill, C. A. Wolle, Geo. H. Wolle, Bethlehem, Pa.; G. A. Schneebeli, Nazareth, Pa.

Date of information, Mar., 1903.

## BLOOMSBURG.

Population in 1900, 6,170, in 1903 (local estimates), 9,000.

**Columbia & Montour Electric Railway Co.**—This company is a consolidation of the North Susquehanna Transit Co. and Bloomsburg & Berwick Electric Ry. Co.

CAPITAL STOCK, authorized and issued, \$375,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$375,000; dated Jan. 1901, due 1931.

PLANT AND EQUIPMENT.—Miles of tracks (electric), 16.5.

OFFICERS.—Pres. B. F. Meyers, Harrisburg, Pa.; Sec. E. R. Spouster, Harrisburg, Pa.; Treas. Wm. Oglesby, Harrisburg, Pa.; Gen. Supt. D. G. Hackett, Bloomsburg, Pa.

Date of information, Mar., 1903.

## BOYERTOWN.

Population in 1890, 1,436, in 1900, 1,709.

**Oley Valley Railway Co.**—This road was put in operation in 1902. It is owned by the United Power & Transportation Co., of Philadelphia.

OFFICERS.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. Wm. S. Bell, Supt. Samuel E. Rigg.

REFERENCES.—Description of road, Vol. XIX, June 21, '02, p. 778, (map), description of road, Vol. XX, Oct. 4, '02, p. 560, (ill.).

Date of information, Oct., 1902.

## BRADDOCK.

Population in 1880, 3,310, in 1890, 8,561, in 1900, 15,654.

**Wilkesburg & East Pittsburg Railway Co.**—Chartered Sept., 1899. This is the successor to the Braddock Electric Passenger Ry. Co., which was chartered June 9, 1890, and whose property was sold at receiver's sale in 1898.

CAPITAL STOCK, \$2,000,000.

FUNDED DEBT, \$2,000,000.

| OPERATION.—Year ending June 30,         | 1900.    | 1901.     |
|-----------------------------------------|----------|-----------|
| Receipts from operation.....            | \$35,436 | \$180,180 |
| " " other sources.....                  | 526      | 3,607     |
| " total.....                            | 35,962   | 183,787   |
| Operating expenses.....                 | 22,671   | 115,153   |
| Earnings.....                           | 13,291   | 68,634    |
| Deductions from earnings.               |          |           |
| Interest.....                           |          | 50,000    |
| Taxes.....                              | 4,292    | 10,706    |
| Rental.....                             | 450      |           |
| Other deductions.....                   |          | 3,936     |
| Net income.....                         | 8,549    | 3,992     |
| Per cent op. ex. to total receipts..... | 63.0     | 62.6      |

## OPERATING EXPENSES.

| Year ending June 30, 1901.            |           |
|---------------------------------------|-----------|
| General expenses.....                 | \$13,294  |
| Transportation expenses.....          | 84,258    |
| Maintenance of way and buildings..... | 4,327     |
| " " equipment.....                    | 13,274    |
| Total.....                            | \$115,153 |
| Passengers carried.....               | 4,382,249 |

Please note date of information at end of each report

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                     | 1900.       | 1901.       |
|-----------------------------|-------------|-------------|
| Cost of road.....           | \$2,942,414 | \$3,307,775 |
| " equipment.....            | 264,435     | 449,918     |
| Cash.....                   | 497,432     |             |
| Accounts receivable.....    | 410,771     | 459,447     |
| Materials and supplies..... | 134         | 85          |
| Total.....                  | \$4,115,186 | \$4,217,226 |

| LIABILITIES.                   | 1900.       | 1901.       |
|--------------------------------|-------------|-------------|
| Capital stock.....             | \$2,000,000 | \$2,000,000 |
| Funded debt.....               | 2,000,000   | 2,000,000   |
| Accrued interest.....          | 33,333      | 33,333      |
| Accounts payable.....          | 29,330      | 32,014      |
| Sundries.....                  | 43,974      | 139,338     |
| Profit and loss (surplus)..... | 8,549       | 12,541      |
| Total.....                     | \$4,115,186 | \$4,217,226 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22.4; gauge, 5 ft. 2½ in.; 48½ lb., 80 lb. and 90 lb. Johnson girder rail; 107 cars; 300 H. P. station plant, Short dynamos and motors.

**OFFICERS.**—Pres. A. W. Mellon, V. Pres. W. L. Mellon, Sec. George S. Davis, Treas. R. B. Mellon, Asst. Sec. & Treas. W. H. Rogers, Supt. Frank McCoy, Rankin, Pa.

**DIRECTORS.**—A. W. Mellon, W. L. Mellon, R. B. Mellon, W. S. Mitchell, George S. Davison.

**GENERAL OFFICE,** Bell Ave., Braddock, Pa.

Date of information, Nov., 1901.

### BRADFORD.

Population of Bradford in 1880, 9,197, in 1890, 10,524, in 1900, 15,029.

**Bradford Electric Street Railway Co.**—Chartered June 7, 1894, for 50 years. The Bradford & Kendall Passenger Ry. Co. has been consolidated with this company.

**CAPITAL STOCK,** authorized and issued, \$130,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$127,500; int. payable at office of American Loan & Trust Co., of Boston, trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$27,841 | \$27,003 | \$37,875 | \$45,300 | \$50,099 |
| Operating expenses.....      | 23,795   | 20,673   | 26,905   | 27,112   | 29,242   |
| Earnings from operations.... | 4,046    | 6,330    | 10,970   | 18,188   | 20,857   |
| Deductions from earnings.    |          |          |          |          |          |
| Interest.....                | 3,750    | 2,987    | 5,720    | 5,500    | 6,469    |
| Taxes.....                   | 748      | 904      | 1,188    | 1,222    | 1,450    |
| Other deductions.....        | 2,334    | 3,073    | 7,020    | 2,805    | 376      |
| Net income.....              | *2,786   | *634     | *2,958   | 8,661    | 12,562   |
| Dividends paid.....          | 4,000    |          |          |          |          |
| Surplus account.....         | 4,123    | *4,757   | *7,705   | 956      | 13,518   |
| *Deficit.....                |          |          |          |          |          |

#### OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 4,152 |
| Transportation expenses.....           | 20,053   |
| Maintenance of way and structures..... | 3,324    |
| " of equipment.....                    | 1,713    |
| Total.....                             | \$29,242 |

Passengers carried..... 936,342

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                        | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road and equip.....    | \$189,708 | \$217,273 | \$236,440 | \$249,744 | \$258,054 |
| Cash on hand.....              | 1,983     | 69,444    | 139       | 4,297     | 1,269     |
| Bills receivable.....          | 132       |           | 3,230     | 19,840    | 10,468    |
| Sundries.....                  | 410       | 124       |           |           | 13,909    |
| Profit and loss (deficit)..... | 4,123     | 4,757     | 7,705     |           |           |

Total.....\$196,356 \$291,598 \$247,514 \$273,881 \$283,701

| LIABILITIES.                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 | \$130,000 | \$130,000 |
| Funded debt.....               | 50,000    | 35,500    | 100,000   | 130,000   | 127,500   |
| Accrued interest.....          | 750       | 460       |           |           |           |
| Loans.....                     | 45,306    | 153,635   | 45,000    | 11,404    | 9,636     |
| Accounts payable.....          | 300       | 2,003     | 2,514     | 1,521     | 3,047     |
| Profit and loss (surplus)..... |           |           |           | 956       | 13,518    |

Total.....\$196,356 \$291,598 \$247,514 \$273,881 \$283,701

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11.47; gauge, 4 ft. 8½ in.; 48 lb. T rail; 14 motor cars; Gen. Elec. motors, Wason and Massachusetts cars; rent power.

**OFFICERS.**—Pres. H. L. Pierce, Leominster, Mass.; Sec. & Treas. C. E. Hudson, Bradford, Pa.; Supt. of Traffic Frank A. Gallagher, Bradford, Pa.

**DIRECTORS.**—Chas. E. Hudson, W. E. Burdick, H. L. Pierce, Catherine Hudson, Geo. E. Rogers, Greenfield, Mass.

**GENERAL OFFICE,** Main St., Bradford, Pa.

Date of information, Mar., 1903.

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**Olean, Rock City & Bradford Railroad Co.**—This company is a consolidation of two companies of the same name, one company having been formed under New York laws, Feb. 26, 1897, and one company under Pennsylvania laws, date of merger May 22, 1897.

**CAPITAL STOCK,** \$210,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, \$200,000; dated May 15, 1900, due 1920; int. payable at office of American Loan & Trust Co., of Boston, trustee of mortgage.

**OPERATION.**—Year ending June 30,

|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Gross earnings.....         | \$25,826 | \$33,172 | \$32,522 | \$42,654 | \$55,044 |
| Operating expenses.....     | 24,824   | 26,370   | 25,626   | 27,585   | 34,667   |
| Earnings from operation.... | 1,002    | 6,802    | 6,896    | 15,069   | 20,377   |
| Deductions from earnings.   |          |          |          |          |          |
| Interest.....               | 8,680    | 12,873   | 12,032   | 10,000   | 11,905   |
| Taxes.....                  | 546      | 1,062    | 1,316    | 1,443    | 527      |
| Rentals.....                |          |          |          | 492      |          |
| Other deductions.....       |          |          |          | 551      |          |
| Deficit.....                | 8,224    | 7,133    | 6,452    | *2,583   | *7,945   |
| Total deficit.....          |          | 15,357   | 21,809   |          | *10,529  |
| *Surplus.....               |          |          |          |          |          |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$10,694 |
| Transportation.....                    | 19,941   |
| Maintenance of way and structures..... | 2,177    |
| Maintenance of equipment.....          | 1,855    |
| Total.....                             | \$34,667 |

#### STATISTICS OF TRAFFIC.

Year ending June 30, 1902.

|                                      |         |
|--------------------------------------|---------|
| Passengers carried.....              | 957,738 |
| Car miles run.....                   | 220,300 |
| Total receipts per car mile.....     | \$ .250 |
| Operating expenses per car mile..... | .157    |

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                           | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....                 | \$283,943 | \$301,396 | \$314,599 | \$458,846 |
| Cost of equipment.....            | 119,774   | 131,641   | 128,595   |           |
| Cash.....                         | 250       | 964       | 266       | 1,090     |
| Bills & accounts receivable.....  | 4,086     |           | 11,578    | 12,378    |
| Int. & ins., paid in advance..... | 2,250     |           |           |           |
| Profit and loss (deficit).....    | 15,357    | 21,809    |           |           |
| Total.....                        | \$425,660 | \$455,810 | \$455,037 | \$472,313 |

#### LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$210,000 | \$210,000 | \$210,000 | \$210,000 |
| Funded debt.....               | 6,500     | 6,500     | 6,500     | 200,000   |
| Notes payable.....             | 209,160   | 239,310   |           |           |
| Current liabilities.....       |           |           | 41,419    | 51,785    |
| Profit and loss (surplus)..... |           |           | 3,618     | 10,529    |

Total.....\$425,660 \$455,810 \$455,037 \$472,313

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.86; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 14 motor cars and 2 freight cars; 1,200 H. P. engines, 2 1,000 K. W. generators, West. motors.

**OFFICERS.**—Pres. H. L. Pierce, Sec. F. A. Gallagher, Treas. & Gen. Man. C. E. Hudson.

**DIRECTORS.**—C. E. Hudson, H. L. Pierce, H. I. Pierce, Catherine Hudson, F. A. Gallagher, George Fobes, George Miller, C. K. Tompson.

**GENERAL OFFICE,** Bradford, Pa.

Date of information, Sept., 1902.

b

### BUTLER.

Population, in 1901, 12,000.

**Butler Passenger Railway Co.**

**CAPITAL STOCK,** \$50,000.

**OPERATION.**—Year ending June 30,

|                               | 1901.    | 1902.    |
|-------------------------------|----------|----------|
| Receipts from passengers..... | \$14,048 | \$18,878 |
| " " other sources.....        | 463      | 424      |
| " total.....                  | 14,511   | 19,302   |
| Operating expenses.....       | 11,287   | 19,427   |
| Gross earnings.....           | 3,224    | *125     |
| Deductions from earnings.     |          |          |
| Interest on funded debt.....  | 672      | 1,290    |
| Taxes.....                    | 175      | 447      |
| Net income.....               | 2,377    | *1,862   |
| Total surplus.....            |          | 514      |
| *Deficit.....                 |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 2,921 |
| Transportation expenses.....           | 14,071   |
| Maintenance of way and structures..... | 220      |
| "    of equipment.....                 | 2,215    |

|                         |          |
|-------------------------|----------|
| Total.....              | \$19,427 |
| Passengers carried..... | 390,951  |

|                               |          |
|-------------------------------|----------|
| BALANCE SHEET.—Dated June 30, |          |
| ASSETS.                       |          |
| Cost of road.....             | \$73,993 |
| Cost of equipment.....        | 17,218   |
| Total.....                    | \$91,211 |

|                    |          |
|--------------------|----------|
| LIABILITIES.       |          |
| Capital stock..... | \$50,000 |
| Loans.....         | 26,000   |
| Accts payable..... | 10,393   |
| Sundries.....      | 2,441    |
| Profit.....        | 2,377    |
| Total.....         | \$91,211 |

|            |          |           |
|------------|----------|-----------|
| Total..... | \$91,211 | \$111,564 |
|------------|----------|-----------|

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge 5 ft. 2½ in.; 60 lb. T. and 66 lb. girder rail, 14 motor cars, 150 & 200 K. W. West. generator, 8 motors, 35 & 50 H. P. each, 600 H. P. station plant; Fitchburg engines; West. dynamo and motors; Brill cars and trucks.

OFFICERS.—Pres. A. L. Reiber, V. Pres. C. Duffy, Sec. A. E. Reiber, Treas. J. B. McJunkin, Supt. & Engr. W. H. Pape.

DIRECTORS.—A. L. Reiber, J. V. Ritts, A. E. Reiber, J. B. McJunkin, Charles Duffy, John Berg.

GENERAL OFFICE, Berg Building, Butler, Pa.

Date of information, Mar., 1903.

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## CARBONDALE.

The population served by the street railway system centering at Carbondale and extending through the Lackawanna Valley, a distance of 17 miles, is said to be nearly 60,000.

Carbondale Railway Co.—(See Scranton Ry. Co., Scranton, Pa.)

## CARLISLE.

Population in 1900, 9,626.

Carlisle & Mt. Holly Railway Co.—Chartered July 24, 1900.

CAPITAL STOCK, \$100,000.

FUNDED DEBT, \$100,000.

|                                 |                  |
|---------------------------------|------------------|
| OPERATION.—Year ending June 30, |                  |
| 1901. 1902.                     |                  |
| Total receipts.....             | \$2,737 \$18,576 |
| Operating expenses.....         | 740 9,462        |

|                              |       |       |
|------------------------------|-------|-------|
| Earnings from operation..... | 1,997 | 9,114 |
|------------------------------|-------|-------|

|                           |       |
|---------------------------|-------|
| Deductions from earnings. |       |
| Taxes.....                | 92    |
| Interest.....             | 2,500 |
| Rentals.....              | 291   |
| Other deductions.....     | 6,143 |

|                    |       |
|--------------------|-------|
| Net income.....    | 88    |
| Total surplus..... | 2,085 |

## OPERATING EXPENSES.

|                                        |         |
|----------------------------------------|---------|
| Year ending June 30, 1902.             |         |
| General expenses.....                  | \$2,291 |
| Transportation expenses.....           | 5,541   |
| Maintenance of way and structures..... | 1,262   |
| "    of equipment.....                 | 368     |

|                         |         |
|-------------------------|---------|
| Total.....              | \$9,462 |
| Passengers carried..... | 191,536 |

|                               |           |
|-------------------------------|-----------|
| BALANCE SHEET.—Dated June 30, |           |
| ASSETS.                       |           |
| Cost of road.....             | \$182,200 |
| "    equipment.....           | 17,800    |
| Cash assets.....              | 1,998     |
| Total.....                    | \$201,998 |

|                                |           |
|--------------------------------|-----------|
| LIABILITIES.                   |           |
| Capital stock.....             | \$100,000 |
| Funded debt.....               | 100,000   |
| Other liabilities.....         | 2,703     |
| Profit and loss (surplus)..... | 1,997     |
| Total.....                     | \$201,998 |

|            |           |           |
|------------|-----------|-----------|
| Total..... | \$201,998 | \$210,322 |
|------------|-----------|-----------|

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 8 cars.

OFFICERS.—Pres. B. F. Meyers, Harrisburg, Pa.; Sec. & Treas. James H. Wordon, Harrisburg, Pa.; Gen. Supt. C. Faller, Carlisle, Pa.

DIRECTORS.—B. F. Meyers, H. M. F. Wordon, Charles S. Stucker, James H. Wordon, P. Russ, Robt. McMeen.

Date of information, Oct., 1902.

b

## CHARLEROI.

Charleroi, Bellevernon & Fayette City Electric Railway Co.—This road has been merged into Charleroi & West Side St. Ry. Co.

CAPITAL STOCK, \$60,000.

FUNDED DEBT, \$60,000.

Date of information, Feb., 1901.

b

Charleroi & West Side Street Railway Co.—Chartered Feb. 6, 1899. This road has been merged and consolidated in Pittsburgh & Charleroi St. Ry. Co.

CAPITAL STOCK, authorized and issued \$150,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$150,000, issued, \$135,000.

|                                 |                   |
|---------------------------------|-------------------|
| OPERATION.—Year ending June 30, |                   |
| 1900 1901.                      |                   |
| Receipts from operation.....    | \$21,035 \$39,094 |
| "    other sources.....         | 454 1,504         |
| "    total.....                 | 21,489 40,598     |
| Operating expenses.....         | 7,626 12,533      |

|                       |        |        |
|-----------------------|--------|--------|
| Earnings.....         | 13,863 | 18,065 |
| Interest.....         | 6,125  | 7,350  |
| Taxes.....            | 756    | 933    |
| Other deductions..... | 470    | 1,615  |

|                 |       |        |
|-----------------|-------|--------|
| Net income..... | 6,512 | *8,167 |
|-----------------|-------|--------|

|                               |           |
|-------------------------------|-----------|
| BALANCE SHEET.—Dated June 30, |           |
| ASSETS.                       |           |
| Cost of road.....             | \$274,100 |
| "    equipment.....           | 14,833    |
| Cash.....                     | 13,525    |
| Accounts receivable.....      | 142       |
| Material and supplies.....    | 66        |
| Total.....                    | \$302,666 |

|           |           |
|-----------|-----------|
| 1900.     | 1901      |
| \$274,100 | \$279,016 |
| 14,833    | 20,398    |
| 13,525    | 21,226    |
| 142       | 465       |
| 66        |           |

|            |           |           |
|------------|-----------|-----------|
| Total..... | \$302,666 | \$321,105 |
|------------|-----------|-----------|

| LIABILITIES.                   |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$150,000 | \$150,000 |
| Funded debt.....               | 135,000   | 135,000   |
| Accrued interest.....          | 1,850     | 1,850     |
| Accounts payable.....          | 9,304     | 806       |
| Sundries.....                  |           | 718       |
| Profit and loss (surplus)..... | 6,512     | 32,732    |

PLANT AND EQUIPMENT.—Miles of track, (electric) 4.8; gauge 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars.

OFFICERS.—Pres. W. L. Mellon, V. Pres. C. F. Thompson, Sec. & Treas. F. M. Ross, Asst. Sec. Weaver H. Rogers.

DIRECTORS.—W. L. Mellon, C. F. Thompson, W. I. Berryman, John C. McKean, Wm. R. McKean, F. M. Ross.

GENERAL OFFICE, Pittsburg, Pa.

Date of information, Nov., 1902.

b

## CHESTER.

Population in 1880, 14,997, in 1890, 20,226, in 1900, 33,988.

Chester Traction Co.—Chartered Apr. 23, 1894. Annual meeting second Monday in Jan. This is a consolidation by lease of the Union Ry. Co., the Chester Street Ry. Co., the Chester & Media Electric Ry. Co., and the Chester, Darby & Philadelphia Ry. Co., comprising the entire street railway system of Chester. In 1898 the entire capital stock of the Chester Traction Co. and of the Wilmington City Ry. Co. was purchased by the Wilmington & Chester Traction Co., the capital stock of which company is now owned by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, \$500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated May 1, 1894, due 1914; denom. \$1,000; int. payable May and Nov., at office of Delaware County Trust, Safe Deposit & Title Insurance Co., of Chester, trustee of mortgage.

| OPERATION.—Year ending June 30,   |           |           |           |           |
|-----------------------------------|-----------|-----------|-----------|-----------|
|                                   | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from passengers. . . . . | \$237,783 | \$288,041 | \$294,039 | \$302,345 |
| “ “ other sources. . . . .        | 9,091     | 9,786     | 1,876     | 2,703     |
| “ total. . . . .                  | 246,063   | 297,132   | 295,915   | 305,048   |
| Operating expenses. . . . .       | 126,357   | 172,021   | 207,616   | 180,568   |

|                              |         |         |        |         |
|------------------------------|---------|---------|--------|---------|
| Earnings from operation..... | 119,706 | 122,111 | 88,299 | 124,480 |
| Deduction from earn.         |         |         |        |         |
| Interest on bonds.....       | 12,500  | 12,500  | 12,500 | 12,500  |
| Taxes.....                   | 8,400   | 10,650  | 9,650  | 10,282  |
| Rentals.....                 | 49,890  | 56,300  | 49,140 | 49,050  |
| Other deduction.....         | 6,884   | 9,879   |        | 35,471  |

|                     |        |        |        |        |
|---------------------|--------|--------|--------|--------|
| Net income.....     | 42,032 | 35,782 | 17,009 | 17,177 |
| Dividends paid..... | 50,000 | 25,000 | 30,000 | 20,000 |

|                            |        |        |         |        |
|----------------------------|--------|--------|---------|--------|
| To surplus account.....    |        | 10,782 | *12,991 | *2,823 |
| Total surplus account..... | 60,030 | 70,811 | 86,009  | 83,186 |
| P. c. dividends.....       |        |        |         | 4      |

\* Deficit.

Please note date of information at end of each report.

## OPERATING EXPENSES.

| Year ending June 30,                  | 1901.     | 1902.     |
|---------------------------------------|-----------|-----------|
| General expenses.....                 | \$ 31,481 | \$ 33,778 |
| Transportation expenses.....          | 88,713    | 95,764    |
| Maintenance of way and buildings..... | 55,519    | 22,905    |
| Maintenance of equipment.....         | 31,903    | 28,120    |

|                          |           |           |
|--------------------------|-----------|-----------|
| Total.....               | \$207,616 | \$180,568 |
| Passengers carried ..... | 6,305,255 | 6,572,412 |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                 | 1898.    | 1899.    | 1900.     | 1901.   | 1902.     |
|-------------------------|----------|----------|-----------|---------|-----------|
| Cash.....               | \$ 9,211 | \$ 2,948 | \$ 18,958 |         | \$ 19,658 |
| Investments.....        | 200,108  | 200,108  | 200,108   | 200,108 | 200,108   |
| Betterments.....        |          | 57,783   | 92,279    |         | 109,945   |
| Accounts receivable.... | 3,953    | 6,087    | 2,394     |         |           |
| Construction.....       | 616,555  | 616,555  | 616,555   | 846,657 | 719,726   |
| Equipment.....          | 36,129   | 36,890   | 55,110    | 106,226 | 183,450   |
| Prepaid insurances....  | 1,190    |          |           |         |           |
| Supplies.....           | 9,261    | 14,233   |           | 11,847  | 5,641     |
| Contingent expenses.... |          | 2,173    |           | 9,995   | 12,480    |

|            |           |           |           |             |             |
|------------|-----------|-----------|-----------|-------------|-------------|
| Total..... | \$876,407 | \$936,783 | \$985,404 | \$1,174,833 | \$1,251,008 |
|------------|-----------|-----------|-----------|-------------|-------------|

| LIABILITIES.             | 1898.     | 1899.     | 1900.     | 1901.      | 1902.     |
|--------------------------|-----------|-----------|-----------|------------|-----------|
| Capital stock.....       | \$500,000 | \$500,000 | \$500,000 | \$ 500,000 | \$500,000 |
| Funded debt.....         | 250,000   | 250,000   | 250,000   | 250,000    | 250,000   |
| Accounts payable....     | 13,532    | 30,323    |           |            |           |
| Bills payable.....       |           | 91,982    | 162,510   | 334,784    | 11,699    |
| Other liabilities.....   | 40,783    | 2,386     |           | 4,040      | 406,123   |
| Interest on bonds....    | 2,360     | 2,062     | 2,083     |            |           |
| Prof. and loss (surp.).. | 69,732    | 60,030    | 70,811    | 86,009     | 83,186    |

|            |           |           |           |             |             |
|------------|-----------|-----------|-----------|-------------|-------------|
| Total..... | \$876,407 | \$936,783 | \$985,404 | \$1,174,833 | \$1,251,008 |
|------------|-----------|-----------|-----------|-------------|-------------|

PLANT AND EQUIPMENT.—Miles of track (electric), 32.87; gauge, 5 ft. 2½ in.; 60 lb. to 90 lb. T and girder rail; 69 motor cars and 10 trail cars, 2 sweepers, 1 snow plow; 1,725 H. P. station plant; Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill and Lamokin cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Supt. John MacFayden.

DIRECTORS.—R. N. Buckley, E. J. Moore, John A. Rigg, Henry C. Moore, Rob't N. Carson.

GENERAL OFFICE, 13th St. and Edgar Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

REFERENCE.—New lines acquired, Vol. XVI, Dec. 29, '00, p. 1,222.

Date of information, Dec., 1902.

b

**Union Railway Co.**—Chartered Mar. 18, 1890. Annual meeting second Monday in Jan. Owned by Chester Traction Co.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$200,000; dated Jan. 1, 1893, due 1913; coupon, but may be registered; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell

DIRECTORS.—E. J. Moore, C. M. Clark, John A. Rigg, Henry C. Moore, Wm. S. Bell.

GENERAL OFFICE, 13th St. and Edge Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

Date of information, Dec., 1902.

b

**Chester Street Passenger Railway Co.**—Chartered July 13, 1882. Annual meeting second Monday in Jan. Leased to Chester Traction Co. for \$15,000 per annum, equivalent to 10 p. c. on capital stock.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$50 per share. Dividends 10 p. c. per annum, payable Jan. and July, by Chester Traction Co.

FUNDED DEBT.—None.

OFFICERS.—Pres. J. F. Black, Sec. & Treas. Wm. B. Harvey,

DIRECTORS.—Robert Wetherill, Wm. S. Blakely, Wm. B. Broomall, Geo. B. Lindsay, Geo. C. Hetzel, J. F. Black, Richard Wetherill.

GENERAL OFFICE, 4th & Penn Sts., Chester, Pa.

Date of information, Dec., 1902.

b

**Chester, Darby & Philadelphia Railway Co.**—Chartered June 20, 1892. Leased to Chester Traction Co. for \$13,450 per annum.

CAPITAL STOCK, \$100,000. Dividends 5 p. c. payable Jan. and July per annum, amounting to 6 p. c. on capital stock, interest on bonds and tolls on telford road.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$125,000; dated July 1, 1893, due 1913; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell.  
DIRECTORS.—Richard Wetherill, J. Frank Black, E. J. Moore, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Dec., 1902.

b

**Chester & Delaware Street Railway Co.**—Chartered Apr. 28, 1898. Leased to Chester Traction Co.

CAPITAL STOCK, authorized, \$100,000, issued, \$50,000.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell, Supt. John MacFayden.

DIRECTORS.—John A. Rigg, H. C. Moore, E. J. Moore, R. N. Carson, Wm. S. Bell.

GENERAL OFFICE, Chester, Pa.

Date of information, Oct. 1902.

b

**Chester & Media Electric Railway Co.**—Chartered Apr. 18, 1892. Annual meeting second Monday in Jan. Leased to Chester Traction Co., for \$11,290 per annum, being 6 p. c. on stock and interest on bonds.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$50 per share. Dividends, 6 p. c. payable Jan and July.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; coupon, but may be registered; dated Apr. 1, 1893, due 1913; denom. \$1,000; int. payable Apr. and Oct.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

DIRECTORS.—Richard Wetherill, J. Frank Black, Geo. B. Lindsay, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Dec., 1902.

b

**Philadelphia & Chester Railway Co.**—This company was formed Oct. 31, 1900, by the consolidation and merging of the Prospect Street Railway Co. and the Philadelphia & Delaware Street Ry. Co.

CAPITAL STOCK, authorized and issued, \$350,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized \$350,000, issued, \$270,000; dated Nov. 1, 1900, due 1930; int. payable May and Nov.

OPERATION.—Year ending June 30, 1902.

|                         |          |
|-------------------------|----------|
| Total receipts.....     | \$16,504 |
| Operating expenses..... | 24,625   |

|                              |        |
|------------------------------|--------|
| Earnings from operation..... | *8,121 |
| Deductions from earnings     |        |

|               |        |
|---------------|--------|
| Taxes.....    | 1,209  |
| Interest..... | 13,500 |
| Rentals.....  | 2,325  |

|                 |         |
|-----------------|---------|
| Net income..... | *25,154 |
| *Deficit        |         |

## OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |         |
|----------------------------------------|---------|
| General expenses.....                  | \$1,526 |
| Transportation expenses.....           | 12,665  |
| Maintenance of way and structures..... | 3,318   |
| “ of equipment.....                    | 7,122   |

|                         |          |
|-------------------------|----------|
| Total.....              | \$24,525 |
| Passengers carried..... | 331,421  |

## BALANCE SHEET.—Dated June 30, 1902.

| Assets.                      | Liabilities. |
|------------------------------|--------------|
| Cost of road.....            | \$649,107    |
| Cash.....                    | 412          |
| Open accounts.....           | 156          |
| Sundries.....                | 519          |
| Profit and loss (deficit)... | 25,783       |
| Total.....                   | \$675,976    |

|            |           |
|------------|-----------|
| Total..... | \$675,976 |
|------------|-----------|

PLANT AND EQUIPMENT.—Mile of track (electric), 8.83; gauge 5 ft. 2 in.

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Supt. John MacFayden.

DIRECTORS.—John A. Rigg, H. C. Moore, E. J. Moore, R. N. Carson, R. N. Buckley.

Date of information, Oct., 1902.

b

**Media, Middletown, Aston, & Chester Electric Railway Co**—Chartered Apr. 25, 1893 This company leases and operates the Philadelphia, Morton & Swarthmore St. Ry.

CAPITAL STOCK, authorized and issued, \$183,000.

FUNDED DEBT.—None.

Please note date of information at end of each report.

|                                               |          |
|-----------------------------------------------|----------|
| <b>OPERATION.—Year ending Sept. 30, 1902.</b> |          |
| Receipts from passengers.....                 | \$54,209 |
| " " other sources.....                        | 188      |
| " " total.....                                | 54,397   |
| Operating expenses.....                       | 45,416   |
| Earnings from income.....                     | 8,981    |
| Deductions from earnings                      |          |
| Taxes.....                                    | 642      |
| Other deductions.....                         | 20,000   |
| Net income.....                               | *11,660  |
| Total surplus.....                            | *9,843   |

**OPERATING EXPENSES.**

|                                        |          |
|----------------------------------------|----------|
| <b>Year ending June 30, 1902.</b>      |          |
| General expenses.....                  | \$ 8,384 |
| Transportation expenses.....           | 29,444   |
| Maintenance of way and structures..... | 2,882    |
| " of equipment.....                    | 4,705    |

|                         |           |
|-------------------------|-----------|
| Total.....              | \$45,416  |
| Passengers carried..... | 1,171,074 |

**BALANCE SHEET.—Dated June 30, 1902.**

| Assets.                          |          | Liabilities.       |          |
|----------------------------------|----------|--------------------|----------|
| Cost of road.....                | \$ 5,669 | Capital stock..... | \$16,671 |
| Cost of equipment.....           | 277      | Loans.....         | 2,250    |
| Cash.....                        | 1,920    |                    |          |
| Bills and accts. receivable..... | 1,212    |                    |          |
| Profit and loss (deficit)....    | 9,843    |                    |          |
| Total.....                       | \$18,921 | Total.....         | \$18,921 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.95; gauge 5 ft. 2½ in.; 2 motor cars.

**OFFICERS.**—Pres. F. W. Hammett, V. Pres. B. G. Jones, Sec. & Treas. E. J. Hasse.

**DIRECTORS.**—F. W. Hammett, Lewis J. Levick, E. J. Hasse, B. G. Jones, D. Wallerstein.

Date of information, Oct., 1902.

b

**Philadelphia, Morton & Swarthmore Street Railway Co.—**

Chartered Feb. 24, 1899. This road is leased to the Media, Middletown, Aston & Chester Electric Ry. Co.

**CAPITAL STOCK**, authorized, \$600,000, issued, \$804,500.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13.59; gauge, 5 ft. 2 in.; 70 lb. T rail.

**OFFICERS.**—Pres. Lewis J. Levick, Sec. & Treas. E. J. Hasse.

**DIRECTORS.**—L. J. Levick, F. W. Hammett, E. J. Hasse, B. G. Jones, W. S. Hammett, L. A. Keilich, E. A. Hopkins.

**OFFICE OF PRESIDENT AND SECRETARY**, 113 Arch St., Philadelphia, Pa.

Date of information, Oct., 1902.

b

**CONNELLSVILLE.**

Population in 1890, 5,629, in 1900, 7,160.

**Greensburg & Southern Electric Street Railway Co.**—This road is owned by the Pittsburg, McKeesport & Connelleville Railway Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 7; gauge 5 ft. 2½ in.; 3 motor cars.

**OFFICERS.**—Pres. W. S. Kuhn, Pittsburg, Pa.; V. Pres. & Aud. J. B. Van Wagener, Sec. C. W. Scheck, Treas. L. L. McClelland, Gen. Man. Thos. Elliott, Supt. J. R. Anthony, Pur. Agt. H. F. Barnard, Mast. Mech. S. F. Jeter.

**GENERAL OFFICE**, Title & Trust Bldg., Connelleville, Pa.

**POWER STATION**, Greensburg, Pa.

Date of information, Jan., 1903.

d

**Uniontown & Monongahela Valley Electric Railway Co.**—This road is owned by the Pittsburg, McKeesport & Connelleville Ry. Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge 5 ft. 2½ in.

**OFFICERS.**—Pres. W. S. Kuhn, Pittsburgh, Pa.; V. Pres. & Aud. J. B. Van Wagener, Sec. & Supt. J. R. Anthony, Treas. L. L. McClelland, Gen. Man. Thos. Elliott, Pur. Agt. H. F. Barnard, Mast. Mech. S. F. Jeter.

**GENERAL OFFICE**, Title & Trust Bldg., Connelleville, Pa.

Date of information, Jan., 1903.

z d

**Connelleville Suburban Street Railway Co.**—This company began operation on Dec. 17, 1896. This road is owned by the Pittsburg, McKeesport & Connelleville Ry. Co.

**CAPITAL STOCK**, \$25,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$175,000; dated Jan. 1, 1902, due 1932.

| <b>OPERATION.—Year ending</b> | Dec. 31, | June 30, |          |          |
|-------------------------------|----------|----------|----------|----------|
|                               | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers..... | \$16,390 | \$17,723 | \$20,628 | \$19,798 |
| " " other sources.....        | 156      | 179      | 242      | 343      |
| " " total.....                | 16,546   | 17,902   | 20,870   | 20,147   |
| Operating expenses.....       | 10,262   | 11,682   | 11,920   | 14,492   |
| Earnings from operation.....  | 6,284    | 6,220    | 8,950    | 5,655    |
| Deductions from earnings.     |          |          |          |          |
| Taxes.....                    | 301      | 369      | 414      | 454      |
| Interest.....                 |          |          |          | 4,375    |
| Other deductions.....         | 628      | 650      | 636      |          |
| Net income.....               | 5,355    | 5,201    | 7,900    |          |
| Dividends paid.....           | 2,500    | 5,000    | 2,500    | 826      |
| To surplus account.....       | 2,855    |          | 5,400    |          |
| Total surplus account.....    | 9,130    |          | 4,755    | 5,580    |

**OPERATING EXPENSES.**

**Year ending June 30, 1902.**

|                                        |         |
|----------------------------------------|---------|
| General expenses.....                  | \$2,927 |
| Transportation expenses.....           | 7,868   |
| Maintenance of way and structures..... | 2,578   |
| " of equipment.....                    | 1,120   |

Total.....\$14,492

Passengers carried.....436,306

**BALANCE SHEET.—Dated**

| Dec. 31,                      | June 30, |          |          |
|-------------------------------|----------|----------|----------|
|                               | 1899.    | 1900.    | 1901.    |
| <b>ASSETS.</b>                |          |          |          |
| Cost of road.....             | \$22,467 | \$22,467 | \$22,763 |
| " " equipment.....            | 6,430    | 6,452    | 7,227    |
| Stock of other companies..... |          |          | 175,000  |
| Cash.....                     | 5,034    | 631      | 738      |
| Other assets.....             | 599      | 2,335    | 6,572    |
| Total.....                    | \$34,530 | \$31,885 | \$37,005 |

**LIABILITIES.**

|                                |          |          |          |
|--------------------------------|----------|----------|----------|
| Capital stock.....             | \$25,000 | \$25,000 | \$25,000 |
| Funded debt.....               |          |          | 175,000  |
| Suspense account.....          | 400      | 1,250    | 7,250    |
| Profit and loss (surplus)..... | 9,130    | 5,635    | 4,755    |

Total.....\$34,530 \$31,885 \$37,005 \$206,475

**PLANT AND EQUIPMENT.**—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 motor cars; West. motors, Stephenson and Newcastle cars, Brill trucks.

**OFFICERS.**—Pres. W. S. Kuhn, V. Pres. J. B. Van Wagener, Sec. C. W. Scheck, Treas. L. L. McClelland.

**DIRECTORS.**—J. B. Van Wagener, W. K. Dunbar, L. L. McClelland, W. S. Kuhn, J. H. Purdy, M. K. Salsbury, all of Pittsburg, Pa.

**GENERAL OFFICE**, Connellsville, Pa.

**REFERENCES.**—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Mar., 1903.

b z

**COPLAY.**

Population in 1900, 1,581.

**Coplay, Egypt & Ironton Street Railway Co.**—Chartered May 13, 1898. This road is operated by the Lehigh Valley Traction Co.

**CAPITAL STOCK**, authorized and issued, \$60,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$150,000.

**BALANCE SHEET.—Dated June 30, 1902.**

| Assets.           |           | Liabilities.       |           |
|-------------------|-----------|--------------------|-----------|
| Cost of road..... | \$210,000 | Capital stock..... | \$60,000  |
|                   |           | Funded debt.....   | 150,000   |
| Total.....        | \$210,000 | Total.....         | \$210,000 |

**OFFICERS.**—Pres. R. E. Wright, Sec. & Treas. C. M. Bates.

**DIRECTORS.**—R. E. Wright, C. M. Bates, W. J. Hartzell, Samuel Harris, Allentown, Pa.; L. E. Johnson, Cleveland, O.

Date of information, Mar., 1903.

z

**DANIELSVILLE.**

**Blue Ridge Traction Co.**—This company has 15 miles of railway under construction and will furnish power for lighting.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 15; gauge 4 ft. 8½ in.; 8 cars.

**OFFICERS.**—Pres. Jay S. Moyer, Bethlehem, Pa.; Sec. & Treas. Frank Jacobs, Allentown, Pa., Supt. J. T. Hambleton, Danielsville, Pa.

**GENERAL OFFICE**, Danielsville, Pa.

Date of information Jan., 1903.

z

## DOYLESTOWN.

Population in 1880, 2,070, in 1890, 2,519, in 1900, 2,900.

**Philadelphia & Easton Street Railway Co.**—Chartered July 3, 1897, for 999 years. Municipal franchises granted in 1900. Annual meeting second Monday in Jan. This is an interurban line connecting Doylestown and Easton, and making connections with Philadelphia, Bristol and Lehigh Valley lines.

**CAPITAL STOCK**, authorized, \$825,000, issued, \$450,400; par value \$50.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$825,000, issued, \$430,000; dated July 2, 1900, due 1941; denom. \$1,000; int. payable Jan. and July, at office of Gerard Trust Co., Philadelphia, Pa., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 33, 24 miles of which are on private right of way; 20 motor cars; Stanley dynamos, Lorain Steel Co. motors; Stephenson cars.

**OFFICERS.**—Pres. Isaac R. Rosenberger, Colman, Pa., V. Pres. S. J. Penrose, Doylestown, Pa.; Sec. & Treas. Harry J. Shoemaker, Doylestown, Pa.; Gen. Supt. Lewis P. Muthart.

**DIRECTORS.**—Geo. P. Brock, Samuel A. Hellyer, S. J. Penrose, H. J. Shoemaker, Doylestown; Aaron Kratz, Plumsteadville; Geo. Egolf, Edwin Harrison, Philadelphia, Pa.

**GENERAL OFFICE**, Doylestown, Pa. Power station, Raubsville, Pa.

Date of information, Mar., 1903.

**Doylestown & Willow Grove Railroad Co.**—This company is a reorganization of the Bucks County Ry. Co., which was chartered Aug. 3, 1894 and sold at foreclosure sale, Mar. 14, 1900. This company's line extends from Doylestown to Willow Grove, 12 miles, and there connects with the lines of the Union Traction Co., of Philadelphia. The road also extends to Hatboro.

**CAPITAL STOCK**, authorized and issued, \$500,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; dated 1900, due 1930; denom. \$1,000; int. payable at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

| OPERATION—Year ending June 30, | 1901.    | 1902.    |
|--------------------------------|----------|----------|
| Receipts from passengers.....  | \$41,569 | \$45,556 |
| " " other sources.....         | 119      | 10,931   |
| " total.....                   | 41,688   | 56,487   |
| Operating expenses.....        | 23,063   | 22,114   |

|                              |        |        |
|------------------------------|--------|--------|
| Earnings from operation..... | 18,625 | 34,373 |
|------------------------------|--------|--------|

Deductions from earnings.

|                       |        |        |
|-----------------------|--------|--------|
| Taxes.....            | 1,365  | 217    |
| Interest.....         | 20,000 | 20,000 |
| Other deductions..... |        | 30,406 |

|                  |       |        |
|------------------|-------|--------|
| Net deficit..... | 2,740 | 16,250 |
|------------------|-------|--------|

|                         |           |  |
|-------------------------|-----------|--|
| Passengers carried..... | 1,023,707 |  |
|-------------------------|-----------|--|

**BALANCE SHEET.**—Dated June 30,

|                                    | 1901.       | 1902.       |
|------------------------------------|-------------|-------------|
| <b>ASSETS.</b>                     |             |             |
| Cost of road.....                  | \$ 971,010  | \$ 997,070  |
| Cost of equipment.....             | 1,819       | 6,199       |
| Cash.....                          | 21,038      | 4,788       |
| Due by agents.....                 | 25          | 25          |
| Open accounts.....                 | 5,363       | 861         |
| Material and supplies on hand..... | 1,207       | 893         |
| Sundries.....                      | 294         |             |
| Total.....                         | \$1,000,756 | \$1,009,837 |

**LIABILITIES.**

|                                |            |            |
|--------------------------------|------------|------------|
| Capital stock.....             | \$ 500,000 | \$ 500,000 |
| Funded debt.....               | 500,000    | 500,000    |
| Accounts payable.....          | 477        | 2,719      |
| Profit and loss (surplus)..... | 279        | 7,118      |

|            |             |             |
|------------|-------------|-------------|
| Total..... | \$1,000,756 | \$1,009,837 |
|------------|-------------|-------------|

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13.4; gauge, 5 ft. 2½ in.; 60 lb. rail; 11 motor cars; Gen. Elec. motors.

**OFFICERS.**—Pres. George D. Widener, V. Pres. C. R. Weaver, Sec. & Treas. Alex. Rennick, Philadelphia; Gen. Man. & Supt. S. G. Moore, Willow Grove; Ch. Engr. Robert Guyon, Elec. E. Cayne, Supt. S. G. Moore.

**DIRECTORS.**—Wm. C. Shelmerdine, Geo. D. Widener, C. P. Weaver, Alex. Rennick, F. G. Becker.

**GENERAL OFFICE**, 1006 Land Title Building, Philadelphia.

**SUPT'S. OFFICE**, Willow Grove, Pa.

**POWER STATION**, Neshaminy, Bucks Co., Pa.

Date of information, Mar., 1903.

## DU BOIS.

Population in 1880, 5,718, in 1890, 6,149, in 1900 (local estimates), 10,000.

**Du Bois Electric & Traction Co.**—This is a consolidation effected in 1902 of the Du Bois Electric Co. and the Du Bois Traction Co.

**CAPITAL STOCK**, authorized, \$300,000, issued, \$250,000; par value, \$50 per share.

**FUNDED DEBT.**—Collateral trust 5 p. c. gold registered bonds, authorized, \$300,000, issued, \$150,000, in escrow, \$50,000, in treasury \$100,000 (see Note); dated May 1, 1902, due 1932; denom. \$500; int. payable May and Nov. at office of Knickerbocker Trust Co., New York, trustee of mortgage.

**NOTE.**—Of the above bonds, \$50,000 are held to retire \$48,800 underlying bonds and \$100,000 for extensions. Bonds may be called for payment at 105 and interest.

**OPERATION.**—Year ending June 30,

|                             | 1898.   | 1899.   | 1900.   | 1901.    | 1902.    |
|-----------------------------|---------|---------|---------|----------|----------|
| Gross receipts.....         | \$4,662 | \$6,970 | \$8,156 | \$10,903 | \$13,998 |
| Operating expenses.....     | 4,558   | 6,560   | 6,104   | 8,180    | 9,572    |
| Earnings from operation.... | 104     | 410     | 2,052   | 2,723    | 4,426    |
| Deductions from earnings.   |         |         |         |          |          |
| Interest.....               |         |         | 1,020   | 1,020    | 996      |
| Taxes.....                  |         |         | 88      | 117      | 60       |
| Other deductions.....       |         |         |         | 521      | 722      |
| Net income.....             |         |         | 944     | 1,065    | 2,647    |
| Total surplus.....          |         |         |         |          | 5,131    |

**OPERATING EXPENSES.**

Year ending June 30, 1902.

|                                        |         |
|----------------------------------------|---------|
| General expenses.....                  | \$1,973 |
| Transportation expenses.....           | 5,651   |
| Maintenance of way and structures..... | 255     |
| " of equipment.....                    | 1,694   |

|            |         |
|------------|---------|
| Total..... | \$9,572 |
|------------|---------|

|                         |         |
|-------------------------|---------|
| Passengers carried..... | 343,349 |
|-------------------------|---------|

\* These reports cover the operation of the Du Bois Traction Co. only. The report of Du Bois Electric & Traction Co., for the year ending Dec. 31, 1902, estimating the earnings for Dec. on a basis of the earnings for Dec., 1901, is as follows:

|                         |          |
|-------------------------|----------|
| Gross earnings.....     | \$36,301 |
| Operating expenses..... | 22,190   |

|                              |        |
|------------------------------|--------|
| Earnings from operation..... | 14,111 |
|------------------------------|--------|

**BALANCE SHEET.**—Dated June 30.

|                            | 1899.    | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|----------|----------|----------|
| <b>ASSETS.</b>             |          |          |          |          |
| Cost of road.....          | \$27,542 | \$27,741 | \$27,741 | \$28,622 |
| Cost of equipment.....     | 9,229    | 9,248    | 10,672   | 10,952   |
| Material and supplies..... | 104      | 21       | 82       | 23       |
| Cash.....                  | 490      | 1,836    | 1,292    | 2,516    |
| Open accounts.....         | 274      |          |          | 1,781    |
| Total.....                 | \$37,639 | \$38,846 | \$39,787 | \$43,894 |

**LIABILITIES.**

|                                |          |          |          |          |
|--------------------------------|----------|----------|----------|----------|
| Capital stock.....             | \$17,500 | \$17,500 | \$17,500 | \$17,500 |
| Funded debt.....               | 17,000   | 17,000   | 16,800   | 15,800   |
| Accounts payable.....          | 2,729    | 2,992    | 3,069    | 4,462    |
| Profit and loss (surplus)..... | 410      | 1,354    | 2,419    | 5,131    |

|            |          |          |          |          |
|------------|----------|----------|----------|----------|
| Total..... | \$37,639 | \$38,847 | \$39,787 | \$43,894 |
|------------|----------|----------|----------|----------|

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 8 cars; McEwen and Ball engines, West. and Gen. Elec. dynamos and motors, Brill and Stephenson cars.

**OFFICERS.**—Pres. Ulysses D. Eddy, New York; V. Pres. Thos. S. Coolidge, New York; Sec. & Gen. Man. Clarence B. Wisner, New York; Treas. Henry F. Crosby, New York; Supt. J. E. Adams.

**DIRECTORS.**—Ulysses D. Eddy, Henry F. Crosby, Thos. S. Coolidge, Clarence B. Wisner, A. L. Wisner, New York; Geo. W. Marlbor, Roselle, N. J.; M. I. McCreight, Du Bois, Pa.

**GENERAL OFFICE**, DuBois, Pa.

Date of information, Mar., 1903.

## EASTON.

Population in 1880, 11,924, in 1890, 14,481, in 1900, 25,238.

**Easton Consolidated Electric Co.**—Chartered in 1899 for the purpose of controlling the Easton Transit Co., the Easton Palmer & Bethlehem Street Railway Co., the Phillipsburg Horse Car R. R. Co., of Phillipsburg, N. J. and the Edison Illuminating Co., of Easton. A controlling interest in the capital stock of all these companies has been acquired.

**CAPITAL STOCK**, authorized, \$1,500,000, paid in \$375,000 (\$12.50 per share); par value \$50 per share.



**FUNDED DEBT.**—Collateral trust 5 p. c. gold bonds, authorized, \$1,300,000, issued, \$872,000; in escrow to retire prior liens of constituent companies, \$428,000, coupon, but may be registered; dated May 1, 1899, due 1949; denom. \$500 and \$1,000; int. payable May and Nov. at office of Girard Trust Co., of Philadelphia, trustee of mortgage.

**OFFICERS.**—Pres. Wm. Hinckle Smith, Philadelphia; Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn.

Date of information, Mar., 1901. z

**Easton Transit Co.**—Chartered June 30, 1892. Annual meeting second Tuesday in Jan. This is a consolidation, on June 30, 1892, of the Easton, South Easton & West End Passenger R. R. Co. (inc. June 1, 1866) and the Centre Square & Delaware Bridge R. R. Co. (inc. May 5, 1871). On Mar. 15, 1893, the company leased the Pennsylvania Motor Co. The company also leases the Easton & Bethlehem Transit Co., and controls the operations of the Phillipsburg (N. J.) Horse Car Co., connecting with it at the Delaware Bridge. 5,967 shares of the capital stock of this company are owned by the Easton Consolidated Electric Co. On Nov. 30, 1900, this company was leased to the Lehigh Valley Traction Co. for 99 years.

**CAPITAL STOCK**, authorized and issued, \$300,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$300,000; dated 1892, due 1922, but subject to call at 103 and int. in 1902; denom. \$200 and \$500; coupon, but may be registered; int. payable Apr. and Oct., at office of Easton Trust Co., trustee of mortgage.

Debenture bonds, authorized, \$150,000, outstanding, \$2,500; int. payable Apr. and Oct.; trustee of mortgage, Easton Trust Co.

**PLANT AND EQUIPMENT**—Miles of track (electric), 19.3; gauge, 5 ft. 2½ in.; 36 lb., 48 lb., 56 lb. and 68 lb. girder rail; 50 motor cars and 6 trail cars; West. dynamos and motors, Brill, Lamokin and own cars; power rented.

**OFFICERS.**—Pres. J. S. Rodenbough, Sec. & Treas. S. H. Sargent.

**DIRECTORS.**—Samuel Harris, J. S. Rodenbough, George W. Norris, W. H. Smith, S. H. Hackett, Edw. B. Smith, John S. Bioren.

**GENERAL OFFICE**, 16th and Washington Sts., Easton, Pa.

**REFERENCE.**—Description of road, Vol. X, Aug., '94, p. 492 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Dec., 1902. b

**Pennsylvania Motor Co.**—Chartered Nov. 15, 1888, leased Mar. 15, 1893, to Easton Transit Co. for 99 years, at an annual rental of \$3,600. 1,902 shares out of 2,400 of the capital stock of this company are now owned by the Easton Consolidated Electric Co. On Nov. 30, 1902, this company was leased to the Lehigh Valley Traction Co., subject to lease to Easton Transit Co.

**CAPITAL STOCK**, authorized and issued, \$120,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$60,000; dated Apr. 1, 1887, due 1947; denom. \$100 and \$500; int. payable Apr. and Oct., at company's office; trustee of mortgage, Lackawanna Trust & Safe Deposit Co., of Scranton.

**PLANT AND EQUIPMENT**—Miles of track (electric), 3.34; gauge, 5 ft. 2½ in.; 36 lb. and 56 lb. flat and T rail; 8 motor cars; West. dynamos and motors.

**OFFICERS.**—Pres. Geo. W. Norris, Sec. & Treas. S. H. Sargent.

**DIRECTORS.**—John S. Bioren, W. H. Smith, G. W. Norris, Samuel Harris, S. H. Hackett, J. S. Rodenbough, E. B. Smith.

Date of information, Dec., 1902. b

**Easton, Palmer & Bethlehem Street Railway Co.**—This company was incorporated June, 1897, and operates an electric railway from Easton to Bethlehem. The road was placed in operation Nov. 6, 1898, and is now leased to and operated by the Lehigh Valley Traction Co., subject to lease to Easton Transit Co.

**CAPITAL STOCK.**—Common stock, authorized and issued, \$100,000; preferred stock, 6 p. c. authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$200,000; dated Jan., 1899, due 1919; int. payable Jan. and July at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 11.5; 14 motor cars.

**OFFICERS.**—Pres. J. S. Rodenbough, Sec. & Treas. S. H. Sargent.

**DIRECTORS.**—S. H. Hackett, Edw. B. Smith, W. H. Smith, Samuel Harris, John S. Bioren, J. S. Rodenbough, G. W. Norris.

**GENERAL OFFICE**, 16th & Washington Sts., Easton, Pa.

Date of information, Dec., 1902. b

**Easton & Bethlehem Transit Railway Co.**—Chartered July 6, 1892. This road is leased to and operated by the Lehigh Valley Traction Co.

**CAPITAL STOCK**, authorized and issued, \$125,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$60,000.

#### BALANCE SHEET.—Dated June 30, 1902.

| Assets.                |           | Liabilities.            |           |
|------------------------|-----------|-------------------------|-----------|
| Cost of road.....      | \$179,047 | Capital stock.....      | \$125,000 |
| Cost of equipment..... | 7,414     | Funded debt.....        | 60,000    |
|                        |           | Current liabilities due |           |
|                        |           | lessee company for      |           |
|                        |           | "additions and bet-     |           |
|                        |           | terments".....          | 1,461     |
| Total.....             | \$186,461 | Total.....              | \$186,461 |

**OFFICERS.**—Pres. Geo. W. Norris, Sec. & Treas. S. H. Sargent.

**DIRECTORS.**—John S. Bioren, Geo. W. Norris, Edward B. Smith, W. Hinckle Smith, Phila., Pa.; J. S. Rodenbough, S. H. Hackett, Easton, Pa.; Samuel Harris, Allentown, Pa.

Date of information, Mar., 1903. z

**Northampton Traction Co.**—This is a consolidation of the Easton, Tatamy & Bangor Street Ry. Co., and the Easton & Nazareth Street Ry. Co., which was chartered Dec. 30, 1898, for 99 years; municipal franchise granted in 1900, in perpetuity. Annual meeting second Monday in Jan.

**CAPITAL STOCK**, authorized and issued, \$250,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated June 1, 1900, due 1930; denom. \$1,000; interest payable Jan. and July, at office of West End Trust Co., Philadelphia, trustee of mortgage.

#### OPERATION.—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$26,738 |
| " " other sources.....        | 1,248    |
| " " total.....                | 27,986   |
| Operating expenses.....       | 11,119   |
| Earnings from operation.....  | \$16,867 |
| Deductions from earnings      |          |
| Taxes.....                    | 125      |
| Other deductions.....         | 12,981   |
| Net income.....               | 3,760    |
| Total deficit.....            | 66,835   |
| Passengers carried.....       | 557,470  |

#### BALANCE SHEET.—Dated June 30, 1902.

| Assets.                      |           | LIABILITIES.          |           |
|------------------------------|-----------|-----------------------|-----------|
| Cost of road and equip....   | \$447,950 | Capital stock.....    | \$250,000 |
| Cash.....                    | 215       | Funded debt.....      | 250,000   |
| Profit and loss (deficit)... | 66,835    | Loans.....            | 2,500     |
|                              |           | Accrued interest..... | 12,500    |
| Total.....                   | \$515,000 | Total.....            | \$515,000 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars; 900 H. P. station plant; Gen. Elec. generators and motors, American and St. Louis cars, Peckham trucks.

**OFFICERS.**—Pres. T. A. H. Hay, V. Pres. H. H. Haines, Sec. W. O. Hay, Treas. Chester P. Snyder, Gen. Supt. Herbert E. Reed, Elec. Engr. & Mast. Mech. Chas. Roberts, Ch. Engr. Power Station, Eugene Cole.

**DIRECTORS.**—T. A. H. Hay, W. O. Hay, E. J. Fox, Easton, Pa.; M. P. McGrath, Worcester, Mass.; H. A. Doan, Philadelphia, Pa.

**GENERAL OFFICE**, 339 Northampton St., Easton, Pa.

**POWER STATION**, Walter's Upper Mills, Pa.

Date of information, Mar., 1903. z

#### ERIE.

Population in 1880, 27,737, in 1890, 40,634, in 1900, 52,733.

**Erie Electric Motor Co.**—Chartered Oct. 8, 1888, in perpetuity. Annual meeting third Tuesday in Jan. In the year 1888 this company secured a controlling interest in the Erie City Passenger Ry. Co., and leased its lines, franchises, etc., for a period of 99 years, at a rental of 6 p. c. on its capital stock, and in 1896, the Erie, Reed Park & Lakeside Street Ry. was also secured.

**Capital Stock**, authorized and issued, \$1,250,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; coupon, but may be registered; dated Jan. 1, 1889, due 1919; denom. \$1,000; int. payable in gold Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, \$150,000; coupon, but may be registered; dated Jan. 1, 1892, due 1919; denom. \$1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

First refunding sinking fund, 5 p. c. gold bonds, authorized, \$1,250,000, issued \$750,000 (see note); coupon, but may be registered; dated Apr. 1, 1901, due 1941; denom. \$1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

**Note.**—\$250,000 of the refunding bonds are reserved to retire a like amount of prior liens, and \$250,000 are reserved for betterments

and extensions, and can be issued only under the most guarded restrictions. These bonds cannot be called until maturity. The refunding mortgage provides for a sinking fund of 1 p. c. annually from Apr. 1, 1906, to be increased to 1½ p. c. in 1916.

Erie City Passenger Ry. Co.'s first mortgage 6 p. c. bonds, outstanding \$25,000; due Oct. 1, 1913; int. payable Apr. and Oct. This company also guarantees 6 p. c. (as rental) on \$100,000 of capital stock of the Erie City Passenger Ry. Co.

**Franchises.**—The company operates under perpetual franchises.

|                            | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Rects. from pass. ....     | \$141,231 | \$150,989 | \$175,198 | \$184,978 | \$212,266 |
| " other sources ....       | 716       | 678       | 900       | 869       | 1,906     |
| " total .....              | 141,947   | 151,667   | 176,098   | 185,847   | 214,172   |
| Operating expenses ....    | 105,608   | 116,244   | 186,425   | 141,348   | 113,343   |
| Earns. from operation ..   | 36,339    | 35,423    | *10,327   | 44,499    | 100,829   |
| Deduct. from earnings..    |           |           |           |           |           |
| Int. on funded debt..      | 29,774    | 35,067    | 34,315    | 26,025    | 52,500    |
| Taxes .....                | 2,990     | 2,884     | 207       | 10,297    | 1,715     |
| Other deductions ....      |           |           |           |           | 78,344    |
| Surplus .....              | 3,575     | *2,528    | *44,849   | 8,177     | *31,731   |
| Total surplus account..    | *6,755    | *9,282    | *54,019   | *18,507   | *50,298   |
| P.c.op.exp.to total rect's | 74.4      | 76.6      |           | 76.0      | 52.9      |
| *Deficit.                  |           |           |           |           |           |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.              |           |
|-----------------------------------------|-----------|
| General expenses .....                  | \$ 15,321 |
| Transportation expenses .....           | 79,901    |
| Maintenance of way and structures ..... | 4,029     |
| " of equipment .....                    | 14,093    |

|                          |           |
|--------------------------|-----------|
| Total .....              | \$113,343 |
| Passengers carried ..... | 4,616,125 |

|                                | 1898.      | 1899.      | 1900.      | 1901.      | 1902.      |
|--------------------------------|------------|------------|------------|------------|------------|
| <b>ASSETS.</b>                 |            |            |            |            |            |
| Cost of road....               | \$ 585,320 | \$ 587,765 | \$ 590,056 | \$ 899,527 | \$ 986,941 |
| " equip....                    | 303,595    | 311,638    | 311,277    | 319,680    | 321,557    |
| Real estate....                |            |            |            | 39,802     |            |
| Other assets....               |            |            |            |            | 23,250     |
| Refunding bond and expense..   |            |            |            | 58,029     |            |
| Stock invest....               | 300,000    | 300,000    | 300,000    | 850,000    | 850,000    |
| Cash .....                     | 188        | 837        | 4,552      | 67,941     | 17,955     |
| Material & sup.                |            | 5,239      |            |            |            |
| Profit and loss (deficit)..... | 6,755      | 9,282      | 54,019     | 18,567     | 50,298     |

|             |             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|-------------|
| Total ..... | \$1,195,858 | \$1,214,761 | \$1,259,904 | \$2,253,546 | \$2,250,000 |
|-------------|-------------|-------------|-------------|-------------|-------------|

|                               | 1898.      | 1899.      | 1900.      | 1901.       | 1902.       |
|-------------------------------|------------|------------|------------|-------------|-------------|
| <b>LIABILITIES.</b>           |            |            |            |             |             |
| Capital stock ...             | \$ 700,000 | \$ 700,000 | \$ 700,000 | \$1,250,000 | \$1,250,000 |
| Funded debt.....              | 350,000    | 350,000    | 350,000    | 1,000,000   | 1,000,000   |
| Bills payable and loans ..... | 145,858    | 164,761    | 209,904    |             |             |
| Accounts payable .....        |            |            |            | 3,546       |             |

|             |             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|-------------|
| Total ..... | \$1,195,858 | \$1,214,761 | \$1,259,904 | \$2,253,546 | \$2,250,000 |
|-------------|-------------|-------------|-------------|-------------|-------------|

**Plant and Equipment.**—Miles of main line, 25, of second track, 3, of sidings, 3, total track (electric), 31; 90 lb. girder rail; gauge, 4 ft. 8½ in.; 85 motor cars; 1,000 H. P. station plant; Gen. Elec. dynamos and motors, approximate value real estate and buildings, \$200,000.

**Officers.**—Pres. J. C. Brady, Sec. & Treas. J. L. Sternberg, Gen. Supt. H. F. Wilbur.

**Directors.**—S. T. Everett, Cleveland; John C. Brady, J. L. Sternberg, H. L. Moore; H. F. Wilbur, Erie, Pa.

**General Office,** 202 State St., Erie, Pa.

**References.**—Description of road, Vol. IX, Nov. '93, p. 744 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Dec., 1902.

b

**Erie Rapid Transit Co.**—Chartered June 21, 1898. Annual meeting second Monday in Jan. This road commenced operation Dec. 1, 1901.

**CAPITAL STOCK,** authorized and issued, \$500,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$350,000; dated July 1, 1901, due 1931; denom. \$1,000; int. payable Jan. and July, at office of Colonial Trust Co., of Philadelphia, trustee of mortgage.

**OPERATION**—7 mos. ending June 30, 1902.

|                            |          |
|----------------------------|----------|
| Total receipts .....       | \$19,221 |
| Operating expenses .....   | 14,619   |
| Earnings from income ..... | 4,602    |
| Deductions from earnings   |          |
| Taxes .....                | 326      |
| Interest .....             | 10,258   |
| Rentals .....              | 1,609    |
| Net income .....           | *7,591   |
| *Deficit                   |          |

#### BALANCE SHEET.—Dated June 30, 1902.

| Assets.                      | Liabilities. |
|------------------------------|--------------|
| Cost of road and equip....   | \$851,369    |
| Cash on hand .....           | 29           |
| Open accounts .....          | 1,689        |
| Material and supplies....    | 1,134        |
| Profit and loss (deficit)... | 7,591        |
| Total .....                  | \$861,812    |
|                              |              |
| Capital stock .....          | \$500,000    |
| Funded debt .....            | 350,000      |
| Accrued interest .....       | 8,750        |
| Accounts payable .....       | 3,062        |
| Total .....                  | \$861,812    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 65 lb. T rail; 8 motor cars, Clark engines, West. and Crocker-Wheeler generators, West. motors, Jackson & Sharp cars, Peckham trucks.

**OFFICERS.**—Pres. Thomas B. Hall, Camden, N. J.; V. Pres. W. E. Hayes, Erie, Pa.; Sec. & Treas. T. H. Paist, Philadelphia, Pa.; Supt. A. C. Harrington, Erie, Pa.

**DIRECTORS.**—Thos. B. Hall, Camden, N. J.; Chas. H. Locher, Lancaster, Pa.; John W. Woods, Gap, Pa.; John Hertzler, Lancaster, Pa.; Maurice E. White, Norristown, Pa.; Edw. A. Ryan, Wilmington, Del.; T. H. Paist, Phila.; W. A. Smethurst, Erie, Pa.; S. C. Myers, Phila.

**GENERAL OFFICE,** Erie, Pa.

**PRES. & TREAS. OFFICE,** Drexel Bldg., Philadelphia, Pa.

**REFERENCE.**—Description of road, Vol. XVIII, Dec. 21, '01, p. 878 (ill.).

Date of information, Mar., 1903.

z

**Erie Traction Co.**—This company is a reorganization of the Erie Transit Co., whose property it purchased on Feb. 14, 1901.

**CAPITAL STOCK,** \$500,000.

**FUNDED DEBT,** \$500,000.

#### OPERATION.—

|                                | 3 mos.<br>ending<br>June 30,<br>1901. | Year<br>ending<br>June 30,<br>1902. |
|--------------------------------|---------------------------------------|-------------------------------------|
| Receipts from passengers ..... | \$13,475                              | \$59,508                            |
| " " other sources .....        | 100                                   | 2,525                               |
| Gross income .....             | 13,575                                | 62,033                              |
| Operating expenses .....       | 9,639                                 | 42,308                              |
| Earnings from operation .....  | 3,936                                 | 19,725                              |
| Deductions from earnings.      |                                       |                                     |
| Interest on funded debt .....  | 6,250                                 | 25,000                              |
| Rentals .....                  | 81                                    |                                     |
| Taxes .....                    |                                       | 407                                 |
| Other expenses .....           | 1,054                                 | 5,834                               |
| Net income (deficit) .....     | 3,449                                 | 11,517                              |
| Total deficit .....            |                                       | 14,966                              |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.              |          |
|-----------------------------------------|----------|
| General expenses .....                  | \$ 6,881 |
| Transportation expenses .....           | 23,135   |
| Maintenance of way and structures ..... | 6,767    |
| " of equipment .....                    | 5,524    |
| Total .....                             | \$42,308 |
| Passengers carried .....                | 232,477  |

#### BALANCE SHEET.—Dated June 30, 1901. 1902.

| ASSETS.                         | 1901.       | 1902.       |
|---------------------------------|-------------|-------------|
| Cost of road .....              | \$1,074,649 | \$1,083,923 |
| " equipment .....               | 114,450     | 117,121     |
| Cash .....                      | 503         | 781         |
| Material and supplies .....     | 458         | 2,963       |
| Open accounts .....             | 1,485       | 101         |
| Profit and loss (deficit) ..... | 3,449       | 14,966      |
| Total .....                     | \$1,194,994 | \$1,219,856 |

| LIABILITIES.           | 1901.       | 1902.       |
|------------------------|-------------|-------------|
| Capital stock .....    | \$ 500,000  | \$ 500,000  |
| Funded debt .....      | 500,000     | 500,000     |
| Interest .....         | 50,000      | 75,000      |
| Loans .....            | 135,000     | 135,000     |
| Accounts payable ..... | 9,994       | 9,855       |
| Total .....            | \$1,194,994 | \$1,219,856 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 27.5; 21 cars. **OFFICERS.**—Pres. W. C. Culbertson, V. Pres. T. A. Lamb, Sec. & Gen. Man. A. A. Culbertson, Treas. Chas. M. Hatch.

**DIRECTORS.**—W. C. Culbertson, Frank May, Girard, Pa.; A. A. Culbertson, C. M. Hatch, Wm. Spencer, T. A. Lamb, Erie, Pa. James Culbertson, Kenilworth, Ill.

Date of information, Mar., 1903.

z

Please note date of Information at end of each report.

**Erie, Cambridge, Union & Corry Railway Co.**—Chartered Dec. 6, 1901, to build an electric interurban railway 42.5 miles in length.

CAPITAL STOCK, authorized and issued, \$1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$1,000,000; dated Jan. 1, 1903, due 1933; denom. \$500 and \$1,000; int. payable Jan. and July.

OFFICERS.—Pres. P. A. Gibson, Erie, Pa., Sec. John Doll, Erie, Pa., Treas. F. L. Hoskins, Edinboro, Pa.

DIRECTORS.—P. A. Gibson, F. F. Feidler, John Doll, V. D. Gibson, F. L. Hoskins.

Date of information, Mar., 1903.

### FRANKLIN.

Population in 1890, 6,221, in 1900, 7,317.

**Franklin Electric Street Railway Co.**—Chartered Aug. 4, 1893. Annual meeting third Thursday in Jan. On Feb. 9, 1895, this company leased the property of the Franklin & Oil City Electric Street Ry. Co., which it also operates.

CAPITAL STOCK, authorized and issued, \$60,000; par value, \$50 per share.

FUNDED DEBT, authorized and issued, \$50,000.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$13,651 | \$14,436 | \$16,915 | \$23,777 | \$34,424 |
| Operating expenses.....         | 12,132   | 11,963   | 14,094   | 17,839   | 27,851   |
| Earnings from operation....     | 1,519    | 3,473    | 2,821    | 5,938    | 6,573    |
| Deductions from earn.           |          |          |          |          |          |
| Taxes.....                      |          |          |          |          | 270      |
| Interest.....                   |          |          |          |          | 3,042    |
| Net income.....                 |          |          |          |          | 3,261    |
| Total surplus.....              |          |          |          |          | 5,889    |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |  |  |  |  |          |
|----------------------------------------|--|--|--|--|----------|
| General expenses.....                  |  |  |  |  | \$ 1,978 |
| Transportation expenses.....           |  |  |  |  | 19,907   |
| Maintenance of way and structures..... |  |  |  |  | 1,807    |
| " of equipment.....                    |  |  |  |  | 4,159    |
| Total .....                            |  |  |  |  | \$27,851 |
| Passengers carried.....                |  |  |  |  | \$10,255 |

| BALANCE SHEET.—Dated June 30,                     |           |           |           |           |           |
|---------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                                           |           |           |           |           |           |
|                                                   | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....                                 | \$84,752  | \$87,393  | \$102,272 | \$87,927  | \$ 87,927 |
| " equipment .....                                 | 3,861     | 1,904     | 3,818     | 18,852    | 18,852    |
| Real estate .....                                 | 2,561     | 2,579     |           |           |           |
| Paid to directors, as per report, June 30, 1895.. | 20,800    | 20,800    |           |           |           |
| Cash.....                                         |           |           | 4,669     | 2,097     |           |
| Material and supplies...                          |           |           | 218       | 320       | 320       |
| Other assets.....                                 |           |           |           | 4,850     | 13,519    |
| Profit and loss (deficit)..                       |           |           |           | 81        |           |
| Total .....                                       | \$111,974 | \$112,676 | \$111,058 | \$114,046 | \$120,618 |
| LIABILITIES.                                      |           |           |           |           |           |
| Capital Stock.....                                | \$ 60,000 | \$60,000  | \$60,000  | \$60,000  | \$60,000  |
| Funded debt.....                                  | 2,000     | 2,000     | 50,000    | 50,000    | 50,000    |
| Unfunded debt .....                               | 44,660    | 49,495    | 1,053     | 1,418     |           |
| Surplus.....                                      | 5,313     | 1,181     |           |           |           |
| Other liabilities .....                           |           |           |           |           | 4,729     |
| Profit and loss (surplus).                        |           |           |           | 2,628     | 5,889     |
| Total .....                                       | \$111,974 | \$112,676 | \$111,058 | \$114,046 | \$120,618 |

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars; rent power.

OFFICERS.—Pres. D. J. Geary, V. Pres. Wm. Hasson, Treas. James Hasson, Sec. F. W. Bowen, Gen. Supt. & Pur. Agt. J. R. Fobes, Elecn. Geo. R. Steirley, Mast. Mech. R. D. Bilington.

DIRECTORS.—D. J. Geary, Wm. Hasson, P. C. Boyle, D. T. Borland, Jos. Seep.

GENERAL OFFICE, Franklin, Pa.

Date of information, Oct., 1902.

### FREEMANSBURG.

Population in 1900, 596.

**Freemansburg Street Railway Co.**—Chartered June 7, 1899. This road is operated by the Lehigh Valley Traction Co.

CAPITAL STOCK, \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$125,000; dated Oct. 1, 1900, due 1920.

BALANCE SHEET.—Dated June 30, 1901-2.

| Assets.            |           | Liabilities.       |           |
|--------------------|-----------|--------------------|-----------|
| Cost of road ..... | \$180,000 | Capital stock..... | \$150,000 |
|                    |           | Funded debt.....   | 30,000    |
| Total .....        | \$180,000 | Total.....         | \$180,000 |

OFFICERS.—Pres. W. Hinckle Smith, Sec. & Treas. S. H. Sargent.

DIRECTORS.—S. H. Hackett, Easton, Pa.; Samuel Harris, Allentown, Pa.; George W. Norris, John S. Bioren, Philadelphia, Pa.

Date of information, Mar., 1903.

### GETTYSBURG.

Population in 1880, 2,814, in 1890, 3,100, in 1900, 3,495.

**Gettysburg Transit Co.**—This company is a reorganization on Dec. 3, 1897, of the Gettysburg Electric Railway Co., which was chartered July 28, 1891. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, \$200,000, issued, \$100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; dated 1898, due 1928; denom. \$1,000; int. payable at West End Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30, |         |         |         |         |          |
|---------------------------------|---------|---------|---------|---------|----------|
|                                 | 1897.   | 1898.   | 1899.   | 1900.   | 1901.    |
| Gross receipts.....             | \$3,684 | \$1,060 | \$3,842 | \$4,900 | \$ 4,756 |
| Operating expenses.....         | 4,872   | 2,078   | 3,316   | 1,612   | 2,453    |
| Earnings from operation..       | *1,188  | *1,018  | 526     | 3,288   | 2,303    |
| Deductions from earnings.       |         |         |         |         | 841      |
| Interest.....                   |         |         |         | 12,500  | 17,500   |
| Taxes.....                      | 278     | 150     | 156     | 180     | 178      |
| Other deductions....            | 1,200   |         |         | 292     |          |
| Net income.....                 | *2,666  | *1,168  | 370     | *9,684  | *15,375  |
| *Deficit.                       |         |         |         |         | *22,020  |

| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
|                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Construction.....             | \$207,386 | \$208,888 | \$237,431 | \$238,092 | \$204,814 |
| Equipment.....                |           |           |           |           | 35,100    |
| Cash.....                     | 130       | 276       | 582       | 253       | 733       |
| Other accounts....            | 2,248     | 5,720     |           |           |           |
| Total .....                   | \$209,764 | \$214,884 | \$238,013 | \$238,345 | \$240,647 |
| LIABILITIES.                  |           |           |           |           |           |
| Capital stock.....            | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Funded debt.....              | 200,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Interest.....                 |           |           | 12,500    | 17,500    | 22,500    |
| Floating debt.....            | 7,340     | 11,907    | 21,565    | 16,720    | 12,166    |
| Accounts payable.             | 2,424     | 2,977     | 3,150     | 2,000     | 5,500     |
| Profit & loss (surp.)         |           |           | 798       | 2,125     | 480       |
| Total .....                   | \$209,764 | \$214,884 | \$238,013 | \$238,345 | \$240,647 |

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; West generators and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. H. A. Sage, Sec. R. L. Morgan, Treas. J. Darlington, Supt. and Elecn. H. J. Gintling.

DIRECTORS.—E. C. Felton, Steelton, Pa.; Henry A. Sage, Easton, Pa.; Jared Darlington, Media, Pa.; M. Riebenack, Henry A. Borell, Horace A. Doan, Philadelphia, Pa.

GENERAL OFFICE.—Gettysburg, Pa. Sec. office, 2020 Chestnut Street, Philadelphia, Pa.

Date of information, Dec., 1902.

### GIRARDVILLE.

Population in 1880, 2,730, in 1890, 3,584, in 1900, 3,666, tributary to the Schuylkill Traction Co. is said to be about 100,000.

**Schuylkill Traction Co.**—Chartered Sept. 26, 1892, in perpetuity. Annual meeting second Monday in Jan. This is an electric road beginning at Locustdale running through Ashland, and thence through Holmesville and other villages to Girardville, with branches through Lost Creek and William Penn into Shenandoah and through Mahanoy Plane, Maizeville, Gilberton and Saint Nicholas into Mahanoy City. In 1891, by extensions and leased roads the company proposed to operate from Shamokin on the west to Tamaqua and Mauch Chunk on the east and from Pottsville on the south to Hazleton, Wilkesbarre and Scranton on the north.

LEASED ROADS.—This company leases and operates the properties of the Mahanoy City, Shenandoah, Girardville & Ashland Street Ry. Co. for 999 years from Jan. 6, 1893; the Ashland, Locustdale & Centralia Electric Ry. Co. for 999 years from Oct. 5, 1893; the Lakeside Ry. Co. of Mahanoy City for 999 years, from Apr. 27 1900, and the Shenandoah & Pottsville Street Ry. Co., on Jan. 14, 1901.

CAPITAL STOCK.—Common, authorized and issued, \$1,500,000, preferred, 5 p. c. non-cumulative, \$500,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated Apr. 1,

1893, due 1943; denom. \$500 and \$1,000; int. payable Apr. and Oct., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage, Lakeside Ry. Co.'s first mortgage 4 p. c. gold bonds issued \$150,000; dated Nov. 1, 1893, due 1923; int. payable at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

New consolidated mortgage 4½ p. c. gold bonds, authorized; \$2,000,000, issued, \$59,000 (see note); dated Apr. 1, 1901, due 1951, denom. \$1,000; int. payable Jan. and July.

NOTE.—First mortgage provides that after April 1, 1898, \$10,000 per annum shall be passed to a sinking fund. \$41,000 of the \$59,000 have been disposed of on improvements and for other expenses, and \$18,000 are in the company's treasury.

#### OPERATION.—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.    | 1901.     | 1902.     |
|---------------------------|----------|----------|----------|-----------|-----------|
| Gross receipts .....      | \$90,279 | \$85,819 | \$98,101 | \$128,359 | \$130,757 |
| Operating expenses.....   | 53,243   | 52,978   | 63,585   | 72,334    | 81,225    |
| Earnings from operation   | 37,036   | 32,841   | 34,516   | 56,025    | 49,532    |
| Deductions from earnings. |          |          |          |           |           |
| Taxes.....                | 12,036   | 7,841    | 375      | 2,822     | 7,500     |
| Interest.....             | 25,000   | 25,000   | 25,000   | 31,786    | 33,318    |
| Other deductions....      |          |          |          | 17,965    | 2,989     |
| Net income.....           |          |          | 9,141    | 3,542     | 5,724     |

#### OPERATING EXPENSES.

##### Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$11,389 |
| Transportation expenses.....           | 41,880   |
| Maintenance of way and structures..... | 18,427   |
| " of equipment.....                    | 9,530    |

|                         |           |
|-------------------------|-----------|
| Total.....              | \$81,225  |
| Passengers carried..... | 2,582,286 |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                    | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------|-------------|-------------|-------------|-------------|
| Cost of road.....          | \$718,356   | \$1,081,765 | \$2,092,980 | \$2,138,149 |
| " " equipment.....         | 425,201     | 428,945     | 438,306     | 448,156     |
| Other perm. investments..  | 360,000     |             |             |             |
| Cash.....                  | 4,197       | 2,566       | 3,452       | 3,832       |
| Open accounts.....         | 3,591       | 9,769       |             |             |
| Material and supplies..... | 6,104       | 4,471       | 1,662       | 2,423       |
| Total.....                 | \$1,517,449 | \$1,527,516 | \$2,536,399 | \$2,592,560 |

#### LIABILITIES.

|                                         |             |             |             |             |
|-----------------------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....                      | \$1,000,000 | \$1,000,000 | \$2,000,000 | \$2,000,000 |
| Funded debt.....                        | 500,000     | 500,000     | 500,000     | 549,000     |
| Int. on fund. debt due and accrued..... | 6,250       | 6,250       | 7,250       | 7,250       |
| Loans and accts. payable.               | 11,199      | 21,266      | 29,149      | 36,310      |

|            |             |             |             |             |
|------------|-------------|-------------|-------------|-------------|
| Total..... | \$1,515,079 | \$1,517,449 | \$1,527,516 | \$2,592,560 |
|------------|-------------|-------------|-------------|-------------|

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 50 lb. T and 70 lb. T rail; 37 motor cars; West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Clarke Merchant, Philadelphia, Pa.; Sec. & Treas. John A. McKee, Philadelphia, Pa.; Supt. F. P. Unger.

DIRECTORS.—Clarke Merchant, J. A. McKee, Dallas Sanders, John F. Finney, Wm. H. Walton, Clayton Newbold, Herman Hoopes.

GENERAL OFFICE.—Girardville, Schuylkill Co., Pa.; Philadelphia office, 517 Arch St.

Date of information, Mar., 1903.

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### GREENCASTLE.

Population in 1900, 1,463, Chambersburg, 8,864, Waynesboro, 5,396.

**Chambersburg, Greencastle & Waynesboro Street Railway Co.**—This company will build an electric railway from Greencastle to Pen Mar, Pa., a distance of 15 miles.

CAPITAL STOCK, common, \$150,000; preferred, 6 p. c., \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$300,000; dated 1903, due 1933; Chambersburg Trust Co., Chambersburg, Pa., trustee of mortgage.

OFFICER.—Pres. C. H. Latta, New York City.

Date of information, Apr., 1903.

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### GREENSBURG.

Population of Greensburg Borough and Hempfield Township in 1880, 8,786, in 1900, 14,150, of Jeannette, in 1900 (local estimates), 11,000. Total population service, 50,000.

**Pittsburg, McKeesport & Greensburg Railway Co.**—This company is a consolidation of the Westmoreland Ry. Co. and the Greensburg & Hempfield Electric St. Ry. Co. The road goes from Irwin through Jeannette and Greensburg to Youngwood and Hunker. Extensions are being built to Trafford City for connection with the Pittsburg Railways Co.

CAPITAL STOCK, authorized, \$1,500,000. issued, \$1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,200,000, held in treasury for future improvements, \$300,000; dated July 1, 1901, due 1931; denom. \$1,000; int. payable Jan. and July, at office of Harrisburg Trust Co., trustee of mortgage.

#### OPERATION.—

|                              | July 11 to<br>Dec. 31, 1900. | —Year ending—<br>Dec. 31,<br>1901. | 1902.     |
|------------------------------|------------------------------|------------------------------------|-----------|
| Total receipts.....          | \$20,899                     | \$59,227                           | \$99,308  |
| Operating expenses.....      | 16,552                       | 38,149                             | 57,520    |
| Earnings from operation..... | 4,347                        | 21,078                             | 41,788    |
| Deductions from earnings.    |                              |                                    |           |
| Taxes.....                   |                              |                                    | 1,116     |
| Net income.....              |                              |                                    | 40,672    |
| Passengers carried.....      |                              |                                    | 2,046,472 |

PLANT AND EQUIPMENT.—Miles of track (electric), 21.35; gauge, 5 ft. 2½ in.; 65 lb. T and 85 lb. girder rail; 22 motor cars. Power supplied by the Westmoreland Light, Heat & Power Co.

OFFICERS.—Pres. L. B. Huff, V. Pres. E. C. Gibson, Sec. & Gen. Supt. W. D. Chapman, Treas. J. F. McCabe.

DIRECTORS.—Edward Bailey, Harrisburg, Pa.; E. C. Gibson, Philadelphia, Pa.; L. B. Huff, Richard Coulter, Jr., W. D. Chapman, Greensburg, Pa.; J. E. Studley, Providence, R. I.; E. M. Prindle, New York.

GENERAL OFFICE, Greensburg, Pa.

Date of information, Mar., 1903.

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### HANOVER.

Population in 1890, 3,746, in 1900, 5,302.

**Hanover & McSherrystown Street Railway Co.**—Chartered Sept. 30, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, \$30,000.

FUNDED DEBT.—None.

#### OPERATION.—Year ending June 30,

|                              | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|
| Gross receipts.....          | \$7,346 | \$7,129 | \$6,987 | \$7,110 | \$7,830 |
| Operating expenses.....      | 6,798   | 6,222   | 4,964   | 3,745   | 4,791   |
| Earnings from operation..... | 578     | 907     | 2,023   | 3,365   | 3,039   |
| Deductions from earnings.    |         |         |         |         |         |
| Taxes.....                   |         | 161     | 75      | 74      | 557     |
| Other deductions.....        |         | 412     | 1,813   | 2,456   | 2,466   |
| Net income.....              |         | 334     | 135     | 835     | 16      |
| Passengers carried.....      |         |         |         |         | 147,151 |

#### BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------------|----------|----------|----------|----------|----------|
| Construction.....              | \$28,570 | \$28,570 | \$28,570 | \$28,570 | \$28,570 |
| Equipment.....                 | 8,237    | 8,237    | 8,237    | 8,237    | 8,237    |
| Material.....                  | 306      | 298      | 250      | 37       |          |
| Cash.....                      | 260      | 594      | 729      | 1,564    | 1,580    |
| Profit and loss (deficit)..... | 827      | 541      |          |          |          |
| Total.....                     | \$38,200 | \$38,240 | \$37,786 | \$38,408 | \$38,386 |

#### LIABILITIES.

|                                |          |          |          |          |          |
|--------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....             | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| Unfunded debt.....             | 8,200    | 8,240    | 7,000    | 4,300    | 2,600    |
| Profit and loss (surplus)..... |          |          | 786      | 4,108    | 5,786    |

|            |          |          |          |          |          |
|------------|----------|----------|----------|----------|----------|
| Total..... | \$38,200 | \$38,240 | \$37,786 | \$38,408 | \$38,386 |
|------------|----------|----------|----------|----------|----------|

PLANT AND EQUIPMENT.—Miles of track (electric), 3.63; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 4 cars, of which 3 are motor cars and 1 trail car; Harrisburg engines, West. and Gen. Elec. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. L. D. Sell, V. Pres. S. L. Johns, Sec. & Pur. Agt. C. E. Ehrehart, Treas. & Gen. Supt. E. M. Etzler, Elec. J. W. Mumer.

DIRECTORS.—H. N. Gitt, E. M. Etzler, J. H. Schmuck, J. A. Poist, S. L. Johns, C. E. Ehrehart, L. D. Sell.

Date of information, Oct., 1902.

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### HARRISBURG.

Population in 1880, 30,762, in 1890, 39,385, in 1900, 50,167.

**Harrisburg Traction Co.**—Chartered June 18, 1895, as a virtual consolidation of the East Harrisburg Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Harrisburg City Passenger Ry. Co. and the Middletown, Highspire & Steelton Street Ry. Co. The company holds in its treasury the entire stock issue of the East Harrisburg Passenger Ry. Co. and the Citizens' Passenger Ry. Co.

Capital Stock, authorized and issued, \$2,000,000; par value, \$50 per share.

Funded Debt.—Citizens' Passenger Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$75,000; dated May 1, 1894,

Please note date of information at end of each report.

due 1924; int. payable May and Nov., at Commonwealth Guarantee Trust Co., of Harrisburg, trustee of mortgage.

| Operation.—Year ending Dec. 31, |           |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|
|                                 | 1899.     | 1900.     | 1901.     | 1902.     |
| Receipts from passengers.....   | \$306,898 | \$332,944 | \$346,719 | \$418,139 |
| " other sources.....            | 6,043     | 10,564    | 47,052    | 48,391    |
| Total receipts.....             | 312,941   | 343,508   | 393,771   | 466,530   |
| Operating expenses.....         | 159,027   | 156,634   | 162,531   | 198,673   |
| Earnings from operation.....    | 153,914   | 186,874   | 231,240   | 267,857   |
| Deductions from earnings.       |           |           |           |           |
| Betterments.....                | 8,091     | 21,400    | 46,422    | 76,553    |
| Interest on bonds.....          | 4,500     | 4,500     | 4,500     | 4,500     |
| " floating debt.....            | 2,227     |           |           |           |
| Taxes.....                      | 10,023    | 33,255    | 33,393    | 24,000    |
| Rentals.....                    | 25,000    | 25,000    | 62,805    | 62,805    |
| Net income.....                 | 104,073   | 102,719   | 84,120    | 100,000   |
| Dividends paid.....             | 88,148    | 100,000   | 100,000   | 100,000   |
| To surplus account.....         | 15,925    | 2,719     | *15,880   |           |

\*Deficit.

#### OPERATING EXPENSES.

| Year ending June 30,                  |  |           |            |  |
|---------------------------------------|--|-----------|------------|--|
|                                       |  | 1901.     | 1902.      |  |
| General expenses.....                 |  | \$ 23,249 | \$ 26,865  |  |
| Transportation expenses.....          |  | 95,246    | 106,420    |  |
| Maintenance of way and buildings..... |  | 16,732    | 29,175     |  |
| " of equipment.....                   |  | 27,304    | 36,213     |  |
| Total.....                            |  | \$162,531 | \$198,673  |  |
| Passengers carried.....               |  | 8,795,315 | 10,488,843 |  |

| Balance Sheet.—Dated Dec. 31,            |             |             |             |             |
|------------------------------------------|-------------|-------------|-------------|-------------|
| ASSETS.                                  |             |             |             |             |
|                                          | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road betterments...              |             | \$26,403    | \$3,474     | \$34,288    |
| Cash.....                                | 48,230      | 42,678      | 40,216      | 50,310      |
| Power station equipment.. }              |             | 200,000     | 200,000     | 200,000     |
| Car equipment..... }                     |             |             |             |             |
| Track and roadway con.....               |             |             |             |             |
| Other permanent invest....               |             | 1,870,000   | 1,870,000   | 1,870,000   |
| Supplies.....                            | 10,864      | 10,894      | 11,662      | 15,520      |
| Citizens' Pass. Ry. Co.'s debt..         | 105,000     |             |             |             |
| E. Harrisburg Pass. Ry. Co.'s debt.....  | 95,000      |             |             |             |
| E. Harrisburg Pass. Ry. Co.'s stock..... | 1,545,867   |             |             |             |
| Citizens' Pass. Ry. Co.'s stock          | 324,133     |             |             |             |
| Bills receivable.....                    | 686         | 2,286       |             |             |
| Open accounts.....                       |             |             | 1,784       | 3,066       |
| Other assets.....                        |             |             |             |             |
| Total.....                               | \$2,129,780 | \$2,152,261 | \$2,127,136 | \$2,173,184 |

| LIABILITIES.                 |             |             |             |             |
|------------------------------|-------------|-------------|-------------|-------------|
|                              |             |             |             |             |
| Capital stock.....           | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Funded debt (Cit. Ry. Co.).. | 75,000      | 75,000      | 75,000      | 75,000      |
| Dividends unpaid.....        |             | 50,000      | 50,000      | 50,000      |
| Accounts payable.....        |             |             |             | 44,294      |
| Bills payable.....           | 38,855      | 8,617       | 800         |             |
| Profit and loss (surplus)... | 15,925      | 18,644      |             |             |
| Sundries.....                |             |             | 1,336       | 3,884       |
| Total.....                   | \$2,129,780 | \$2,152,261 | \$2,127,136 | \$2,173,184 |

**Plant and Equipment.**—Miles of track (electric), 49; gauge, 5 ft. 2½ in.; 75 lb. and 90 lb. girder and 60 lb. T rail; 73 motor cars and 38 trail cars; Wetherill and Harrisburg engines, 1,000 H. P. upper and 750 H. P. lower stations, Gen. Elec. and West. dynamos and motors; Brill, Jackson & Sharp and Lamokin cars, Brill and Robinson radial trucks.

**Officers.**—Pres. Edward Bailey, V. Pres. B. F. Meyers, Sec. & Treas. W. J. Calder, Gen. Man. & Supt. F. B. Musser.

**Directors.**—E. C. Felton, T. G. Calder, W. H. Siebert, E. Z. Wallower, A. G. Knisely, Henry A. Kelker, F. Eugene Walz, James M. Cameron, George W. Reilly, E. W. S. Parthemore, J. F. Dunkle, H. Cohen, James Russ, B. F. Meyers, Edward Bailey.

**General Office,** 7 So. Second St., Harrisburg.

**Power Station,** South Cameron, Pa.

**Reference.**—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1903.

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**Cumberland Valley Traction Co.**—Chartered Dec. 18, 1893. This company leased the Cumberland Valley Electric Passenger Ry. Co. in 1894. This lease was annulled in 1897, and the lease was renewed in the same year for 500 years.

**Capital Stock.**—Common, authorized, \$500,000, issued, \$402,900; preferred, authorized, \$50,000, issued, \$43,500; par values, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$300,000, issued, \$277,500; dated April 1, 1897, due 1927; denom. \$100 and \$500; int. payable Apr. and Oct., at office of Harrisburg Trust Co., trustee of mortgage.

#### Operation.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$12,651 | \$11,460 | \$12,578 | \$17,975 | \$27,114 |
| Operating expenses.....      | 11,318   | 11,337   | 10,763   | 17,129   | 26,442   |
| Earnings from operation..... | 1,333    | 123      | 1,815    | 846      | 672      |
| Deductions from earnings.    |          |          |          |          |          |
| Taxes.....                   | 98       | 123      | 457      | 557      | 280      |
| Rentals.....                 | 250      |          |          |          | 725      |
| Other expenses.....          | 1,242    |          | 1,413    | 50       |          |
| Interest on funded debt...   |          |          |          | 250      |          |
| Net income.....              | *257     |          | *45      | *11      | *333     |
| Total Surplus.....           |          |          |          |          | *300     |

\*Deficit.

#### OPERATING EXPENSES.

##### Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 1,356 |
| Transportation expenses.....           | 17,392   |
| Maintenance of way and structures..... | 4,075    |
| " of equipment.....                    | 3,619    |
| Total.....                             | 26,442   |
| Passengers carried.....                | 586,726  |

#### Balance Sheet.—Dated June 30,

| ASSETS.                     |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
|                             | 1898.     | 1899.     | 1900.     | 1901.     |
| Cost of road.....           | \$452,109 | \$463,576 | \$481,009 | \$693,709 |
| " equipment.....            | 22,691    | 22,691    | 22,691    | 52,691    |
| Current assets.....         | 89        | 89        | 44        | 33        |
| Profit & loss (deficit).... |           |           |           | 300       |
| Total.....                  | \$474,889 | \$486,356 | \$503,744 | \$746,433 |

| LIABILITIES.                 |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|
|                              |           |           |           |           |
| Capital stock.....           | \$366,000 | \$366,000 | \$366,000 | \$446,400 |
| Funded debt.....             | 79,800    | 92,100    | 110,200   | 270,000   |
| Loans.....                   | 29,000    | 28,167    | 27,500    | 30,000    |
| Accounts payable.....        |           |           |           | 300       |
| Profit and loss (surplus)... | 89        | 89        | 44        | 33        |
| Total.....                   | \$474,889 | \$486,356 | \$503,744 | \$746,433 |

#### Plant and Equipment.—Miles of track (electric), 20; gauge, 5 ft.

2½ in.; 56 lb. T rail; 12 motor cars; 225 H. P. station plant.

**Officers.**—Pres. Geo. W. Cumbler, Sec. F. H. Alleman, Treas. Wm. L. Gorgas, Supt. Jas. O'Hara.

**Directors.**—Geo. W. Cumbler, B. F. Meyers, Wm. L. Gorgas, F. H. Alleman, J. J. Baughman, S. F. Dunkle, P. Russ, J. H. B. Cumbler, D. Landes.

**General Office,** Harrisburg, Pa.

Date of information, Mar., 1903.

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**Harrisburg & Mechanicsburg Electric Railway Co.**—Chartered May 7, 1892, for 99 years. Annual meeting second Monday in Jan. This company owns all the rights, franchises and stock of the Harrisburg & Cumberland Electric Ry. Co. and the Fairview & Riverton Electric Ry. Co., and leases the White Hill & Mechanicsburg Electric Ry.

**Capital Stock,** authorized, \$225,000, issued, \$144,500, in treasury, \$80,500; par value, \$50 per share.

**Funded Debt.**—First mortgage 6 p. c. coupon and registered gold bonds, authorized, \$224,000, issued, \$144,500, dated Sept., 1894, due 1914; denom. \$100, \$500 and \$1,000; int. payable Mar. and Sept., at office of Harrisburg Trust Co., of Harrisburg, trustee of mortgage.

#### Operation.—Year ending June 30,

|                              | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|
| Receipts from passengers.... | \$25,299 | \$29,671 | \$35,375 | \$48,138 |
| " other sources.....         |          | 785      | 150      | 63       |
| " total.....                 | 25,299   | 30,456   | 35,525   | 48,201   |
| Operating expenses.....      | 15,197   | 20,819   | 21,862   | 36,434   |
| Earnings from operation..... | 10,102   | 9,637    | 13,663   | 11,767   |
| Deductions from earnings.    |          |          |          |          |
| Interest on bonds.....       | 9,161    | 9,758    | 9,732    | 8,670    |
| Taxes.....                   | 189      | 219      | 1,989    | 241      |
| Other expenses.....          | 730      |          | 3,698    | 2,449    |
| Net deficit.....             | *22      | 340      | 1,756    | 406      |
| *Surplus.....                |          |          |          |          |

#### OPERATING EXPENSES.

##### Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,554 |
| Transportation expenses.....           | 10,643   |
| Maintenance of way and structures..... | 14,130   |
| " of equipment.....                    | 9,108    |
| Total.....                             | \$36,434 |
| Passengers carried.....                | 985,414  |

Please note date of information at end of each report.

**Balance Sheet.**—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....              | \$288,830 | \$288,830 | \$288,830 | \$288,830 |
| " equipment.....               | 15,170    | 15,170    | 15,170    | 19,851    |
| Cash and current assets.....   | 200       |           | 151       | 2,159     |
| Profit and loss (deficit)..... |           | 140       | 1,897     | 1,491     |
| Total.....                     | \$304,200 | \$304,140 | \$306,048 | \$312,331 |

| LIABILITIES.                   | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$144,500 | \$144,500 | \$144,500 | \$144,500 |
| Funded debt.....               | 144,500   | 144,500   | 144,500   | 144,500   |
| Accounts payable.....          |           |           |           | 10,131    |
| Loans.....                     | 15,000    | 15,140    | 17,048    | 13,200    |
| Profit and loss (surplus)..... | 200       |           |           |           |
| Total.....                     | \$304,200 | \$304,140 | \$306,048 | \$312,331 |

**Plant and Equipment.**—Miles of track (electric), 15.24; gauge, 5 ft. 2½ in.; 40 lb. and 56 lb. rail; 9 motor cars, power rented.

**Officers.**—Pres. Spencer C. Gilbert, Sec. & Treas. W. L. Gorgas, Supt. G. H. Bartle.

**Directors.**—F. H. Alleman, W. L. Gorgas, Frank C. Bosler, J. J. Baughman, S. C. Gilbert, M. C. Kennedy, G. H. Stewart, T. B. Kennedy, Jr., L. D. Gilbert.

**General Office,** Harrisburg, Pa.

Date of information, Mar., 1903.

z

**White Hill & Mechanicsburg Passenger Railway Co.**—Chartered Jan. 8, 1901. This road is leased to the Harrisburg & Mechanicsburg Electric Ry. Co.

**Capital Stock,** authorized and issued, \$70,000.

**Funded Debt.**—None.

**Plant and Equipment.**—Miles of track (electric) 7.30.

**Officers.**—Pres. M. C. Kennedy, Sec. & Treas. W. L. Ritchey, Supt. G. H. Bartle.

**Directors.**—J. F. Boyd, M. C. Kennedy, H. A. Riddle, Thos. B. Kennedy, Jr., Alex. Stewart, Spencer G. Gilbert, J. B. Hoyer, C. M. Davison.

Date of information, Mar., 1903.

z

**Lykens & Williams Valley Railway Co.**—Chartered Dec. 14, 1897. Commenced operation Apr. 1, 1899.

**Capital Stock,** authorized, \$200,000, issued, \$188,500; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$180,000, issued, \$168,000; dated Jan. 1, 1898, due 1928; denom. \$100 and \$500; int. payable Jan. and July, at office of Harrisburg Trust Co., trustee of mortgage.

**Operation.**—Year ending June 30,

|                              | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|
| Gross receipts.....          | \$16,447 | \$20,281 | \$20,676 |
| Operating expenses.....      | 12,198   | 11,511   | 11,126   |
| Earnings from operation..... | 4,249    | 8,770    | 9,550    |
| Deductions from earnings.    |          |          |          |
| Taxes.....                   | 740      | 1,041    | 1,072    |
| Interest.....                | 4,200    | 8,400    | 8,400    |
| Rentals.....                 |          | 150      | 400      |
| Other deductions.....        |          |          | 1,760    |
| Net income.....              | *691     | *821     | *2,083   |
| *Deficit.                    |          |          |          |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$1,682  |
| Transportation expenses.....           | 7,245    |
| Maintenance of way and structures..... | 1,189    |
| " of equipment.....                    | 1,011    |
| Total.....                             | \$11,126 |
| Passengers carried.....                | 426,233  |

**Balance Sheet.**—Dated June 30,

| ASSETS.                        | 1900.     | 1901.     | 1902.     |
|--------------------------------|-----------|-----------|-----------|
| Cost of road.....              | \$366,344 | \$367,465 | \$369,226 |
| Cash.....                      | 2,160     | 4,364     | 288       |
| Materials and supplies.....    | 2,190     | 2,391     | 1,573     |
| Profit and loss (deficit)..... | 691       | 1,513     | 3,595     |
| Total.....                     | \$371,385 | \$375,733 | \$374,683 |

| LIABILITIES.          | 1900.     | 1901.     | 1902.     |
|-----------------------|-----------|-----------|-----------|
| Capital stock.....    | \$188,500 | \$188,500 | \$188,500 |
| Funded debt.....      | 168,000   | 168,000   | 168,000   |
| Accrued interest..... | 4,200     | 4,200     | 4,200     |
| Loans.....            | 8,450     | 14,508    | 13,983    |
| Accounts payable..... | 2,235     | 525       |           |
| Total.....            | \$371,385 | \$375,733 | \$374,683 |

**Plant and Equipment.**—Miles of track (electric), 10.7; 8 motor cars; 400 H. P. station plant; Harrisburg F. & M. and Erie engines; Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

**Officers.**—Pres. L. Dellone, V. Pres. Wm. E. Stewart Sec. Jno. Oenslager, Jr., Treas. M. G. Potts, Gen. Supt. Wm. H. Hoover.

**Directors.**—L. Dellone, Wm. E. Stewart, H. D. Hemler, M. G. Potts, John Oenslager, Jr.

**General Office,** 711 No. 3d St., Harrisburg, Pa.

**Power Station,** Williamstown, Dauphin Co., Pa.

Date of information, Mar., 1903.

z

## HAZLETON.

Population in 1880, 6,935, in 1890, 11,872, in 1900, 14,227.

**Lehigh Traction Co.**—Chartered Nov. 7, 1892, for 999 years. Annual meeting second Monday in Jan.

**LEASED ROADS.**—The company operates the property of the following electric street railroad companies under a 999 year lease, dated Mar. 8, 1893, and in consideration therefor pays the lessor companies \$1 per year each:

Hazleton & Suburban Street Ry. Co.

Hazleton & North Side Electric Ry. Co.

Hazleton & South Side Electric Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$1,000,000; par value, \$100 per share.

**FUNDED DEBT,** \$727,400.—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. \$100, \$500 and \$1,000; int. payable June and Dec., at office of Markle Banking & Trust Co., of Hazleton, Pa., trustee of mortgage.

Construction 5 p. c. gold bonds, authorized and issued, \$55,000; coupon, but may be registered; dated Mar. 1, 1895, due 1925; denom. \$1,000; free from taxes; int. payable Mar. and Sept., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and interest guaranteed by Lehigh Traction Co.

Park 5 p. c. gold bonds, authorized, \$60,000, issued, \$30,000, in treasury, \$30,000; coupon, but may be registered; dated Apr. 1, 1895, due 1925; denom. \$1,000; free from taxes; int. payable Apr. and Oct. at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and int. guaranteed by Lehigh Traction Co.

5 p. c. certificate of indebtedness, \$140,000; dated May 15, 1901, due 1951; int. payable, semi-annually, at office of Guaranty Trust Co., New York City. This note is endorsed by the Wilkesbarre & Hazleton R. R. Co.

Mortgage on Landmesser addition to park, \$2,400.

**NOTE.**—Construction bonds were issued for the construction of car barn No. 2 at a cost of \$55,000.

The Park bonds were issued for the purpose of buying and improving Hazle Park at a cost of \$30,000.

Treasury bonds may be issued to pay for improvements to Hazle Park.

**OPERATION.**—Year ending Dec. 31,

|                                     | 1898.    | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------------|----------|-----------|-----------|-----------|-----------|
| Gross receipts.....                 | \$97,025 | \$108,756 | \$115,332 | \$133,812 | \$129,653 |
| Operating expenses.....             | 56,759   | *60,007   | 54,168    | 59,718    | 62,681    |
| Earnings from operation.....        | 40,266   | 48,749    | 61,164    | 74,094    | 66,972    |
| Deductions from earnings.           |          |           |           |           |           |
| Int. on bds. and loans.....         | 49,917   | 39,730    | 37,469    | 34,511    | 35,561    |
| Taxes.....                          | 3,287    |           | 4,282     | 4,530     | 4,381     |
| Other deductions.....               |          |           | 9,100     |           | 6,570     |
| Net income.....                     | †9,017   | 9,019     | 10,313    | 35,053    | 20,460    |
| To surplus account.....             |          | 9,019     | 10,313    | 32,576    |           |
| Total surplus account.....          | 67,962   | 76,981    | 74,619    | 97,558    | 95,375    |
| P.c. op. exp. to total rec't's..... | 58.5     | 55.2      | 46.9      | 44.6      | 48.3      |

\*Including taxes.

#### OPERATING EXPENSES.

| Year ending Dec. 31,         | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Maintenance of way....       | \$ 6,318 | \$ 5,164 | \$ 4,962 | \$ 6,425 | \$ 6,351 |
| " equip.....                 | 7,147    | 8,014    | 8,065    | 8,245    | 6,734    |
| Transportation expenses..... | 29,969   | 29,858   | 29,209   | 31,923   | 31,438   |
| General expenses.....        | 13,325   | 16,971   | 11,932   | 13,125   | 18,158   |
| Total.....                   | \$56,759 | \$60,007 | \$54,168 | \$59,718 | \$62,681 |

#### STATISTICS OF TRAFFIC.

| Year ending Dec. 31,          | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried.....       | 2,089,904 | 2,285,584 | 2,423,820 | 2,766,353 | 2,643,711 |
| Car miles run.....            | 545,606   | 568,028   | 553,790   | 567,018   | 421,606   |
| Total rcps. pr. car mile..... | \$ .177   | \$ .191   | \$ .208   | \$ .236   | \$ .308   |
| Opr. ex. per car mile.....    | .104      | .105      | .097      | .105      | .148      |

Please note date of information at end of each report.



**BALANCE SHEET.**—Dated Dec. 31,

| ASSETS.                         | 1898.              | 1899.              | 1900.              | 1901.              | 1902.              |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road and equipment....  | \$1,773,871        | \$1,773,403        | \$1,784,161        | \$1,789,541        | \$1,786,731        |
| Cash assets....                 | 2,617              | 2,984              | 1,296              | 9,828              | 11,415             |
| Other per. invest               | 2,048              | 2,205              | 2,378              | 2,657              |                    |
| Bills and acc'ts receivable.... | 9,531              | 12,952             | 12,225             | 24,343             |                    |
| Park impr.bonds                 | 30,000             | 30,000             |                    |                    |                    |
| Stock room inventory.....       | 2,651              | 2,753              | 2,964              | 3,082              |                    |
| Other assets....                |                    |                    |                    |                    | 34,420             |
| <b>Total .....</b>              | <b>\$1,820,718</b> | <b>\$1,823,997</b> | <b>\$1,803,024</b> | <b>\$1,829,451</b> | <b>\$1,832,567</b> |

**LIABILITIES.**

|                               |                    |                    |                    |                    |                    |
|-------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Capital stock....             | \$1,000,000        | \$1,000,000        | \$1,000,000        | \$1,000,000        | \$1,000,000        |
| Funded debt....               | 615,000            | 615,000            | 588,200            | 727,800            | 585,000            |
| Bills and acc'ts..            | 130,670            | 129,307            | 138,067            |                    | 149,792            |
| Other liabilities.            | 7,086              | 2,709              | 2,588              | 4,093              | 2,400              |
| Profit and loss (surplus).... | 67,962             | 76,981             | 74,169             | 97,558             | 95,375             |
| <b>Total .....</b>            | <b>\$1,820,718</b> | <b>\$1,823,997</b> | <b>\$1,803,024</b> | <b>\$1,829,451</b> | <b>\$1,832,567</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. steel T rail; 62 cars, of which 38 are motor cars, 4 trail cars, and 10 open and 10 closed car bodies used on motor trucks, 12 snow plows, sweepers, trucks, etc.; 2 160 and 2 250 H. P. engines, 2 160 and 2 250 H. P. dynamos, West. engines, 6 Bigelow-Manning 150 H. P. boilers, West. dynamos and motors, Brill cars and trucks.

**OFFICERS.**—Pres. C. W. Kline, V. Pres. Wm. H. Lawall, Sec. E. S. Doud, Treas. N. C. Yost, Gen. Man. A. Markle, Supt. Geo. W. Thompson, Ch. Engr. F. M. Smith, Elec. C. A. B. Houck.

**DIRECTORS.**—C. W. Kline, H. Dryfoos, John B. Price, Wm. H. Lawall, Geo. R. Bedford, A. Markle, Geo. W. Thompson.

**GENERAL OFFICE,** Hazleton, Pa.

**REFERENCE.**—Description of park (brief). Vol. XVII, Mar. 2, '01, p. 308, May 4, '01, p. 556.

Date of information, Mar., 1903. z

**Wilkesbarre & Hazleton Railway Co.**—Chartered Dec. 13, 1899, for 1,000 years. Annual meeting second Monday in Jan.

**CAPITAL STOCK,** authorized and issued, \$1,500,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$1,500,000; dated May 1, 1901, due 1951; int. payable May and Nov. 1, at office of Guaranty Trust Co., New York, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric and steam), about 27; gauge, 4 ft. 8½ in.; 95 lb. T rail.

**OFFICERS.**—Pres. John B. Price, V. Pres. Geo. W. Thompson, Sec. D. T. Evans, Treas. N. C. Yost, Man. A. Markle, Ch. Engr. F. M. Smith, Elec. C. A. B. Houck, Consulting Engr. L. B. Stillwell, Park Row Bldg., New York City.

**DIRECTORS.**—John B. Price, W. C. Gayley, L. T. Conner, F. L. Snyder, N. C. Yost, D. T. Evans, John W. Crellin, Geo. W. Thompson, C. A. B. Houck.

**GENERAL OFFICE,** Hazleton, Pa.

**POWER STATION,** St. Johns, Luzerne Co., Pa.

Date of information, Mar., 1903. z

**Wilkesbarre & Hazleton Railroad Co.**—Chartered May 8, 1901.

**CAPITAL STOCK.**—Common, authorized and issued, \$2,500,000; par value, \$100; preferred, authorized and issued, \$200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$1,400,000; dated May 15, 1901, due 1951; int. payable May and Nov., at the office of the Guaranty Trust Co., of New York, trustee of mortgage.

**OFFICERS.**—Pres. A. Markle, V. Pres. John B. Price, Sec. E. S. Doud, Treas. N. C. Yost, Ch. Engr. L. B. Stillwell, Park Row Bldg. N. Y. City.

**DIRECTORS.**—A. Markle, Jno. B. Price, Wm. B. Given, E. R. Payne, A. A. Sterling, Benj. Reynolds, Kenneth R. McLaren.

**GENERAL OFFICE,** 15 Exchange Place, Jersey City, N. J.

**GENERAL OFFICE,** Hazleton, Pa.

**REFERENCE.**—Description of third rail system, Vol. XXI, Mar. 7, '03, p. 344 (ill., map).

Date of information, Mar., 1903. z

## HOMESTEAD.

Population in 1900, 12,554.

**Homestead & Mifflin Street Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric) 4; gauge 5 ft. 2½ in.; 5 cars.

**OFFICERS.**—Pres. Robt. McWhinney, V. Pres. M. H. West, Sec. L. L. Davis, Treas. Aud. & Pur. Agt. J. B. Coen, Gen. Man. Supt. Elec. Engr. & Mast. Mech. Wm. Keenan.

**GENERAL OFFICE,** 202 Eighth Ave., Homestead, Pa.

Date of information, Jan., 1903. d

## JOHNSTOWN.

Population in 1880, 8,380, in 1890, 21,805, in 1900, 35,936.

**Johnstown Passenger Railway Co.**—Chartered May 8, 1882.

**CAPITAL STOCK,** authorized & issued, \$2,000,000; par value \$50 per share.

**FUNDED DEBT,** authorized, \$2,000,000, issued, \$1,780,000.

**OPERATION.**—Year ending June 30. 6 mo. end. Dec. 31,

|                         | 1899.     | 1900.     | 1901.     | 1902.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Gross receipts.....     | \$131,715 | \$169,784 | \$204,280 | \$274,168 | \$304,960 |
| Operating expenses....  | 61,773    | 76,472    | 83,090    | 126,283   | 139,280   |
| Earnings from operation | 69,942    | 93,312    | 121,196   | 147,885   | 165,680   |
| Deduc. from earnings.   |           |           |           |           |           |
| Taxes .....             | 3,613     | 4,907     | 8,279     | 7,536     | 9,664     |
| Interest .....          | 20,669    | 23,031    | 30,413    | 62,369    | 86,014    |
| Other expenses....      |           |           | 77,501    |           |           |
| Net income, .....       | 45,660    | 65,374    | 5,003     | 77,981    | 70,001    |
| Dividends paid.....     | 16,816    | 23,193    |           | 18,000    |           |

To surplus account.... 28,844 42,181 5,003 59,981 70,001

Total surplus..... 101,465 \*26,898 5,003 †23,676 40,000

\*38,475 charged off to depreciation. †Deficit, \$30,000 charged off for depreciation in 1902.

## OPERATING EXPENSES.

Year ending June 30, 1902.

General expenses.....\$ 29,068  
Transportation expenses..... 74,401  
Maintenance of way and structures..... 23,832  
“ of equipment..... 11,979

Total.....\$139,280

Passengers carried.....6,099,192

**BALANCE SHEET.**—Dated June 30, —(Dec. 31,—)

| ASSETS.              | 1899.            | 1900.              | 1901.              | 1902.              | 1902.              |
|----------------------|------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road....     | \$545,624        | \$ 992,788         | \$1,194,975        | \$3,714,413        | \$3,464,443        |
| “ “ equip....        | 91,672           | 45,697             | 180,222            | 210,466            | 533,861            |
| Cash on hand....     | 11,486           | 26,359             | 17,219             | 15,813             | 22,114             |
| Bills receivable..   | 2,500            | 2,500              | 2,500              | 2,500              | 2,500              |
| Profit & loss (def.) |                  |                    |                    | 23,676             |                    |
| <b>Total .....</b>   | <b>\$651,282</b> | <b>\$1,067,344</b> | <b>\$1,394,916</b> | <b>\$3,966,868</b> | <b>\$4,022,918</b> |

## LIABILITIES.

|                     |                  |                    |                    |                    |                    |
|---------------------|------------------|--------------------|--------------------|--------------------|--------------------|
| Capital stock....   | \$210,200        | \$ 581,550         | \$ 600,000         | \$1,993,950        | \$2,000,000        |
| Funded debt....     | 250,000          | 304,000            | 624,000            | 1,780,000          | 1,780,000          |
| Dividends unpd.     | 8,408            | 11,683             | 18,000             |                    |                    |
| Loans.....          | 80,295           | 142,470            | 138,400            | 192,175            | 202,175            |
| Sundries.....       | 914              | 743                | 742                | 742                | 743                |
| Profit & loss (sur) | 101,465          | 26,898             | 13,774             |                    | 40,000             |
| <b>Total .....</b>  | <b>\$651,282</b> | <b>\$1,067,344</b> | <b>\$1,394,916</b> | <b>\$3,966,868</b> | <b>\$4,022,918</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 31.3; gauge, 4 ft. 8½ in.; 78 lb. girder rail; 70 cars; Ball and West. engines, West. motors, Stephenson cars.

**OFFICERS.**—Pres. T. C. du Pont, V. Pres. Wm. R. Thomas, Treas. Herman Baumer, Sec. & Man. S. E. Young, Gen. Supt. E. M. du Pont.

**DIRECTORS.**—T. C. du Pont, Herman Baumer, P. A. Rose, S. E. Young, E. M. du Pont, John B. Hoefgen, Wm. R. Thomas.

**GENERAL OFFICE,** Central Ave., Johnstown. Pres. office, Wilmington, Del.

Date of information, Mar., 1903. z

## KITTANNING.

Population in 1900, Kittanning, 5,200, Ford City, 3,800; Wick-boro, 2,700.

**Kittanning & Ford City Street Railway Co.**—Chartered Dec. 28, 1898.

**CAPITAL STOCK,** authorized and issued, \$50,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$150,000, issued, \$50,000; dated Dec. 1, 1898, due 1928; denom. \$500; int. payable June and Dec., at office of Pittsburg Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30, |  | 1901.    | 1902.    |
|---------------------------------|--|----------|----------|
| Receipts from passengers .....  |  | \$29,745 | \$35,865 |
| Operating expenses .....        |  | 19,855   | 23,610   |
| Earnings from operation .....   |  | 9,890    | 12,255   |
| Deductions from earnings.       |  |          |          |
| Taxes .....                     |  | 590      | 666      |
| Interest on funded debt .....   |  | 1,650    | 1,650    |
| Rentals .....                   |  | 117      | 117      |
| Other expenditures .....        |  | 2,800    | 3,100    |
| Net income .....                |  | 7,267    | 6,722    |
| Total surplus account .....     |  | 7,267    |          |

## OPERATING EXPENSES.

| Year ending June 30, 1902.              |  |          |
|-----------------------------------------|--|----------|
| General expenses .....                  |  | \$ 7,536 |
| Transportation expenses .....           |  | 11,901   |
| Maintenance of way and structures ..... |  | 2,100    |
| " of equipment .....                    |  | 2,102    |
| Total .....                             |  | 23,610   |
| Passengers carried .....                |  | 747,196  |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.7; gauge, 4 ft; 8½ in.; 7 motor cars; power rented while building power house.

OFFICERS.—Pres. & Gen. Supt. F. A. Moesta, Sec. & Treas. Jas. McCullough, Jr.

DIRECTORS.—F. A. Moesta, Jas. McCullough, Jr., John A. Fox, Henry E. Moesta.

GENERAL OFFICE, 153 Jefferson St., Kittanning, Pa.

Date of information Mar., 1903.

**Kittanning & Cowanshannock Valley Street Railway Co.**—This company has 12.5 miles of electric railway under construction.

OFFICERS.—Pres. Chas. Dunbar, V. Pres. H. B. Schall, Sec. & Supt. Geo. S. Caruthers, Treas. Chas. Colwell.

GENERAL OFFICE, 1104 Federal St., Allegheny, Pa.

Date of information, Jan., 1903.

## LANCASTER.

Population in 1880, 25,769; in 1890, 32,011; in 1900, 41,459.

**Conestoga Traction Co.**—Chartered Dec. 12, 1899. The company is the successor, by purchase Nov. 14, 1899, to the Pennsylvania Traction Co. which was chartered in 1893. Annual meeting first Monday in May. This company controls and operates under lease the properties of the following street railway companies:

The Lancaster City Street Ry. Co.  
The West End Street Ry. Co.  
The Lancaster & Columbia Ry. Co.  
The Columbia & Ironville Passenger Street Ry. Co.  
The Columbia & Donegal Ry. Co.  
Lancaster, Mechanicsburg & New Holland Ry. Co.  
Lancaster & Lititz Electric Ry. Co.  
Lancaster & Millersville Ry. Co.  
Lancaster, Petersburg & Manheim Ry. Co.  
Lancaster, Willow Street, Lampeter & Strasburg Ry. Co.  
Ephrata & Adamstown Ry. Co.  
Lancaster & Rocky Springs Ry. Co.

**Capital Stock.**—Common, authorized and issued, \$3,200,000, preferred, authorized and issued, \$800,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,277,500; in treasury (see Note), \$722,500; dated Jan. 1, 1900, due, 1950; coupon, but may be registered; denom., \$100, \$500 and \$1,000; int. payable Jan. and July, at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Assumed indebtedness.

West End Street Ry. Co. .... \$225,000  
Lancaster City Street Ry. Co. .... 160,000  
Lancaster Traction Co. (secured by mortgage on Lancaster & Columbia Ry.) .... 225,000

**Note.**—Treasury bonds may be issued for redemption of bonds of underlying companies and reduction of rentals.

| Operation.—Year ending June 30, |  | 1899.     | 1900.     | 1901.   | 1902.     |
|---------------------------------|--|-----------|-----------|---------|-----------|
| Receipts from pass. ....        |  | \$202,336 | \$234,436 |         | \$324,715 |
| " other sources .....           |  | 3,580     | 7,147     |         | 19,512    |
| " total .....                   |  | 205,916   | 241,583   | 270,533 | 344,227   |
| Operating expenses .....        |  | 153,211   | 159,418   | 176,545 | 225,248   |
| Earnings from oper. ....        |  | 52,705    | 82,165    | 93,988  | 118,979   |
| Deductions from earnings.       |  |           |           |         |           |
| Interest .....                  |  | 100,525   | 133,133   | 33,587  | 81,603    |
| Taxes .....                     |  | 4,890     | 4,565     | 9,159   | 13,802    |
| Rentals .....                   |  | 42,350    | 27,013    | 42,815  | 44,705    |
| Other deductions .....          |  | 5,000     | 2,329     |         | 791       |
| Net deficit .....               |  | 100,060   | 84,875    | 8,427   | 21,921    |

## OPERATING EXPENSES.

| Year ending June 30,                   |  | 1901.     | 1902.     |
|----------------------------------------|--|-----------|-----------|
| General expenses .....                 |  | \$35,158  | \$ 37,725 |
| Transportation expenses .....          |  | 88,552    | 108,388   |
| Maintenance of way and buildings ..... |  | 30,226    | 51,452    |
| " of equipment .....                   |  | 22,609    | 27,683    |
| Total .....                            |  | \$176,545 | \$225,248 |
| Passengers carried .....               |  | 3,701,725 | 4,967,901 |

## Balance Sheet.—Dated June 30,

| ASSETS.                      |  | 1899.        | 1900.       | 1901.       | 1902.       |
|------------------------------|--|--------------|-------------|-------------|-------------|
| Road and equip. ....         |  | \$10,762,100 | \$4,288,600 | \$4,327,986 | \$4,343,300 |
| Stock of other co.'s .....   |  |              | 698,400     | 698,400     | 731,200     |
| Franchises .....             |  |              | 826,000     | 826,000     | 878,926     |
| Supplies, etc. ....          |  | 3,000        | 4,708       | 5,936       | 4,941       |
| Cash .....                   |  | 6,343        | 3,807       |             | 100         |
| Open accounts .....          |  |              | 559         | 2,753       | 29,532      |
| Profit and loss (deficit) .. |  | 331,731      | 3,753       | 17,281      | 37,078      |
| Total .....                  |  | \$11,103,174 | \$5,825,827 | \$5,878,356 | \$6,025,077 |

## LIABILITIES.

|                                      |  |              |             |             |             |
|--------------------------------------|--|--------------|-------------|-------------|-------------|
| Capital stock .....                  |  | \$ 8,751,600 | \$4,000,000 | \$4,000,000 | \$4,000,000 |
| Funded debt .....                    |  | 2,010,500    | 1,800,000   | 1,800,000   | 1,887,500   |
| Int. due and accrued ..              |  |              |             | 6,906       | 6,688       |
| Loans .....                          |  |              |             | 31,646      | 46,508      |
| Accounts payable .....               |  |              |             | 11,755      | 42,982      |
| Rentals accrued .....                |  |              |             | 14,002      | 16,566      |
| Taxes .....                          |  |              |             | 1,047       | 11,471      |
| Mortgages Conestoga Park .....       |  |              |             | 10,000      | 13,000      |
| Mortgages Columbia real estate ..... |  |              |             | 3,000       |             |
| Floating debt .....                  |  | 113,070      | 13,000      |             |             |
| Sundries .....                       |  | 5,500        | 2,517       |             | 165         |
| Accrued interest .....               |  | 222,504      | 10,310      |             | 196         |
| Total .....                          |  | \$11,103,174 | \$5,825,827 | \$5,878,356 | \$6,025,077 |

**Plant and Equipment.**—Miles of track operated (electric), 92; gauge, 5 ft. 2½ in.; 48 lb. to 90 lb. girder and T rail; 82 motor cars; 1,825 H. P. station plant; Allis, Hamilton and Ball & Wood engines, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

**Officers.**—Pres. W. B. Given, Sec. & Treas. O. M. Hoffman, Gen. Man. & Pur. Agt. Frank S. Given.

**Directors.**—Wm. B. Given, Samuel R. Shipley, Frank S. Given, Oscar M. Hoffman, Harry W. Daron, Philip B. Shaw, W. H. Griest.

**References.**—Description of park (brief), Vol. XVII., June 1, '01, p. 664.

**General Office,** Woolworth Building, Lancaster Pa.

Date of information, Mar., 1903.

## LANGHORNE.

Population along the route, in 1900, 12,000.

**The Newtown, Langhorne & Bristol Trolley Street Railway Co.**—Chartered Mar. 28, 1895. The company commenced operation on Apr. 15, 1896, has since then extended its line to Bristol, and secured franchises to Trenton, N. J. This road is now leased to and operated by the Newtown Electric Ry. Co., of Newtown, Pa.

**Capital Stock,** authorized and issued, \$118,000.

**Funded Debt,** outstanding, \$112,700.

**Plant and Equipment.**—Miles of track (electric), 8.75; 7 motor cars; Gen. Elec. dynamos and motors, Brill cars.

**Officers.**—Pres. Thomas P. Chambers, Sec. Thomas J. Janney, Treas. A. Chambers.

**Directors.**—H. W. Watson, H. H. Gillam, Thomas P. Chambers, A. Chambers, Thomas J. Janney, E. W. Magill, G. S. W. Brubaker.

Date of information, Oct., 1902.

## LANSFORD.

Population in 1890, 4,000, in 1900, 4,888.

**Tamaqua & Lansford Street Railway Co.**—Chartered Nov 2, 1891.

**CAPITAL STOCK,** \$200,000.

Please note date of information at end of each report.

**FUNDED DEBT.**—First mortgage 5 p. c. coupon bonds, authorized, and issued, \$200,000; dated June 1, 1897, due 1927; int. payable June and Dec.

| OPERATION.—Year ending June 30, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$37,672 | \$43,899 | \$54,679 | \$53,153 |
| Operating expenses.....         | 20,499   | 22,717   | 24,722   | 32,070   |
| Earnings from operations.....   | 17,173   | 21,172   | 29,957   | 21,083   |
| Deductions from earnings.....   |          |          |          |          |
| Taxes.....                      | 531      | 598      | 1,279    | 633      |
| Interest on funded debt.....    | 9,353    | 9,650    | 9,650    | 9,734    |
| " " unfunded debt.....          |          |          | 536      |          |
| Other deductions.....           | 5,000    | 5,200    | 7,387    | 200      |
| Net income.....                 | 2,289    | 5,724    | 11,100   | 10,516   |
| Dividends paid.....             | 2,500    | 5,000    | 5,000    | 10,000   |
| Surplus account.....            | *211     | 724      | 6,105    | 516      |
| Total surplus account.....      |          |          | 9,744    | 11,461   |

\*Deficit.

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,304 |
| Transportation expenses.....           | 13,440   |
| Maintenance of way and structures..... | 6,456    |
| " of equipment.....                    | 9,869    |

|                         |           |
|-------------------------|-----------|
| Total.....              | \$32,070  |
| Passengers carried..... | 1,049,427 |

| BALANCE SHEET.—Dated June 30,   |           |           |          |           |
|---------------------------------|-----------|-----------|----------|-----------|
| ASSETS.                         |           |           |          |           |
|                                 | 1899.     | 1900.     | 1901.    | 1902.     |
| Cost of road.....               | \$245,448 | \$243,109 | \$248,66 | \$345,063 |
| " equipment.....                | 53,381    | 58,874    | 55,79    | 77,704    |
| Cash.....                       | 5,635     | 5,554     | 4,482    | 13,598    |
| Other permanent investments.... |           |           | 5,000    | 5,000     |

| Total.....                     | \$304,464 | \$307,537 | \$313,942 | \$441,366 |
|--------------------------------|-----------|-----------|-----------|-----------|
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 | \$200,000 |
| Funded debt.....               | 103,000   | 193,000   | 193,000   | 200,000   |
| Accounts payable.....          | 6,221     | 9,249     | 5,798     | 21,751    |
| Sundries.....                  | 2,427     | 1,749     | 5,400     | 8,154     |
| Profit and loss (surplus)..... | 2,816     | 3,539     | 9,744     | 11,461    |

Total..... \$304,464 \$307,537 \$313,942 \$441,366  
**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.63; gauge, 4 ft. 8½ in.; 22 cars, of which 17 are motor cars and 5 trail cars; Lane & Bodley engines, Walker dynamos, Gen. Elec. motors, Brill cars and trucks.

**OFFICERS.**—Pres. Lewis A. Riley, V. Pres. C. F. Howell, Sec. & Treas. James McCready, Supt. W. D. Zehner, Asst. Supt. W. G. Whildin, Pur. Agt. J. E. Lauer.

**DIRECTORS.**—L. A. Riley, Jas. McCready, W. D. Zehner, C. F. Howell, F. P. Spiess.

GENERAL OFFICE, Lansford, Pa.  
 Date of information, Oct., 1902.

#### LATROBE.

Population in 1900, 4,614.

**Latrobe Street Railway Co.**—This road commenced operation May 29, 1902.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized, \$100,000; issued, \$50,000; dated July 1, 1902, due 1907.

| BALANCE SHEET.—Dated June 30, 1902. |              |
|-------------------------------------|--------------|
| Assets.                             | Liabilities. |
| Cost of road.....                   | \$ 39,398    |
| Cost of equipment.....              | 7,953        |
| Franchises, etc.....                | 101,400      |
| Cash.....                           | 2,783        |
| Other assets.....                   | 464          |

|            |           |            |           |
|------------|-----------|------------|-----------|
| Total..... | \$151,998 | Total..... | \$151,998 |
|------------|-----------|------------|-----------|

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.25; 2 cars.

**OFFICERS.**—Pres. John B. Anderson, V. Pres. James Peters, Sec. & Treas. Jos. Head, Gen. Man. J. M. Knight.

**DIRECTORS.**—M. K. Salisbury, Thos. Elliott, J. B. Anderson, James Peters, Joseph Head.

Date of information, Oct., 1902.

#### LEBANON.

Population of Lebanon in 1880, 8,778, in 1890, 14,564, in 1900, 17,628.

**Lebanon Valley Street Railway Co.**—This company is a consolidation of the Lebanon & Annsville St. Ry. Co. and the Lebanon & Myerstown St. Ry. Co. The capital stock of the company is now controlled by the United Power & Transportation Co., of Philadelphia.

**CAPITAL STOCK**, \$500,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, \$500,000; dated 1899, due 1909 to 1929.

| OPERATION.—Year ending June 30,  |          |          |  |
|----------------------------------|----------|----------|--|
|                                  | 1901.    | 1902.    |  |
| Receipts from passengers.....    | \$62,859 | \$69,636 |  |
| Receipts from other sources..... | 166      | 265      |  |
| Total receipts.....              | 63,025   | 69,901   |  |
| Operating expenses.....          | 27,349   | 29,334   |  |

|                               |        |        |
|-------------------------------|--------|--------|
| Earnings from operation.....  | 35,676 | 40,567 |
| Deductions from earnings..... |        |        |

|                              |        |        |
|------------------------------|--------|--------|
| Taxes.....                   | 3,627  | 2,699  |
| Interest on funded debt..... | 25,000 | 25,000 |
| Other expenses.....          | 1,231  | 926    |

|                 |       |        |
|-----------------|-------|--------|
| Net income..... | 5,818 | 11,942 |
| Dividends.....  | 5,000 | 11,000 |

|                         |     |       |
|-------------------------|-----|-------|
| To surplus account..... | 818 | 942   |
| Total surplus.....      |     | 5,315 |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 6,271 |
| Transportation expenses.....           | 16,808   |
| Maintenance of way and structures..... | 4,243    |
| " of equipment.....                    | 2,012    |

|                         |           |
|-------------------------|-----------|
| Total.....              | \$29,334  |
| Passengers carried..... | 1,541,173 |

| BALANCE SHEET.—Dated June 30,   |             |             |
|---------------------------------|-------------|-------------|
| ASSETS.                         |             |             |
|                                 | 1901.       | 1902.       |
| Cost of road and equipment..... | \$1,004,483 | \$1,005,525 |
| Cash.....                       | 4,937       | 8,127       |
| Sundries.....                   | 16,862      | 17,770      |

|            |             |             |
|------------|-------------|-------------|
| Total..... | \$1,026,282 | \$1,031,421 |
|------------|-------------|-------------|

| LIABILITIES.          |            |            |
|-----------------------|------------|------------|
| Capital stock.....    | \$ 500,000 | \$ 500,000 |
| Funded debt.....      | 500,000    | 500,000    |
| Loans.....            | 2,087      |            |
| Accounts payable..... | 725        | 2,788      |
| Sundries.....         | 19,097     | 23,318     |
| Profit and loss.....  | 4,373      | 5,315      |

|                         |             |             |
|-------------------------|-------------|-------------|
| Total.....              | \$1,026,282 | \$1,031,421 |
| Passengers carried..... |             | 1,401,398   |

**PLANT AND EQUIPMENT.**—Miles of track (electric) 24; gauge, 5 ft. 2½ in.; 70 lb. T and 90 lb. girder rail; 20 cars; 2 Gen. Elec. generators; 575 K. W. Allis engine, 900 H. P. Gen. Elec. motor, Brill, Stephenson and J. & S. cars.

**OFFICERS.**—Pres. John A. Rigg, V. Pres. H. C. Moore, Supt. C. H. Smith.

**DIRECTORS.**—H. C. Moore, Wm. R. McIlvain, R. L. Jones, S. E. Rigg, W. A. Rigg, J. A. Rigg, M. C. Aulenbach.

**POWER STATION**, 170 S. Eighth St., Lebanon, Pa.

Date of information, Oct., 1902.

#### LEECHBURG.

Population in 1900, 4,500.

**Apollo, Vandergriff & Leechburg Street Railway Co.**—This road is now under construction.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; 6 cars.

**OFFICERS.**—Pres. J. Q. Cochrane, V. Pres. Jno. P. Klingensmith, Sec. Dr. J. D. Orr, Treas. J. J. Burke, Ch. Engr. W. A. Gilfillan.

**GENERAL OFFICE**, 612 Keystone Bldg, Pittsburg, Pa.

**POWER STATION**, Leechburg, Pa.

Date of information, Mar., 1903.

#### LEWISTOWN.

Population in 1890, 3,273, in 1900, 4,451.

**Lewistown & Reedsville Electric Railway Co.**—Chartered Mar. 24, 1892.

**CAPITAL STOCK**, authorized and issued, \$150,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; dated June 1899, due 1919; int. payable Jan. and July.

Second mortgage 5 p. c. bonds, authorized, \$125,000, issued, \$75,000; in treasury, \$50,000; dated May 1, 1902, due 1917; int. payable Mar. and Nov.

| OPERATION.—Period ending June 30, |         |           |          |
|-----------------------------------|---------|-----------|----------|
|                                   | 1900.   | 1901.     | 1902.    |
| Gross receipts.....               | \$7,765 | \$ 33,725 | \$44,473 |
| Operating expenses.....           | 5,619   | 19,841    | 23,992   |

|                               |       |        |        |
|-------------------------------|-------|--------|--------|
| Earnings from operation.....  | 2,146 | 13,884 | 20,481 |
| Deductions from earnings..... |       |        |        |

|               |       |       |       |
|---------------|-------|-------|-------|
| Taxes.....    |       | 199   | 831   |
| Interest..... | 2,187 | 7,500 | 7,917 |

|                    |     |       |        |
|--------------------|-----|-------|--------|
| Net income.....    | *46 | 6,185 | 11,733 |
| Total surplus..... |     |       | 18,288 |

\*Deficit.

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 3,948 |
| Transportation expenses.....           | 16,637   |
| Maintenance of way and structures..... | 2,540    |
| “ of equipment.....                    | 868      |

|                         |                 |
|-------------------------|-----------------|
| Total.....              | \$23,992        |
| Passengers carried..... | 671,598 950,941 |

## BALANCE SHEET.—Dated June 30, 1901. 1902.

| ASSETS.                |                     |
|------------------------|---------------------|
| Cost of road.....      | \$248,670 \$225,992 |
| Cost of equipment..... | 63,362              |
| Stock.....             | 60,000 30,000       |
| Cash.....              | 725 179             |
| Bills receivable.....  | 1,241 119           |
| Open accounts.....     | 119                 |
| Bonds not sold.....    | 125,000             |

|            |                     |
|------------|---------------------|
| Total..... | \$310,755 \$444,652 |
|------------|---------------------|

## LIABILITIES.

|                      |                     |
|----------------------|---------------------|
| Capital stock.....   | \$150,000 \$150,000 |
| Funded debt.....     | 150,000 275,000     |
| Loans.....           | 3,500               |
| Sundries.....        | 166 1,364           |
| Pay rolls.....       | 534                 |
| Profit and loss..... | 6,555 18,288        |

|            |                     |
|------------|---------------------|
| Total..... | \$310,755 \$444,652 |
|------------|---------------------|

PLANT AND EQUIPMENT.—Miles of track, 6.25; gauge, 4 ft. 8½ in.; 70 lb. rail, 9 motor cars; West. generator, 400 K. W.; 400 H. P. engine.

OFFICERS.—Pres. J. I. Quigley, V. Pres. A. B. Spanogle, Sec. E. R. Spousler, Treas. Wm. Irwin, Gen Supt. Walter G. Barlow.

DIRECTORS.—C. C. Forney, J. I. Quigley, H. Tousig, R. U. Jacob, A. A. Stevenson, A. B. Spanogle, G. H. Macklin.

GENERAL OFFICE, 41 W. Market St., Lewistown, Pa.

Date of information, Mar., 1903.

## LOCK HAVEN.

Population in 1880, 5,845, in 1890, 7,358, in 1900, 7,210.

Susquehanna Traction Co.—A reorganization June 1, 1900, of the Lock Haven Traction Co., which was chartered Mar. 22, 1895, and sold at foreclosure sale in Mar. 1899 for \$34,700. This company leases and operates the property of the Lock Haven Electric Ry. for 999 years, from Mar. 1895.

CAPITAL STOCK, issued, \$200,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, \$100,000; dated May 1, 1900, due 1920; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee.

OPERATION.—Figures given are those of the Lock Haven Traction Co. to date of reorganization.

|                           | Sept 29,<br>1897 to<br>June 30,<br>1898. | 1899.    | Year ending<br>June 30,<br>1900. | 1901.    | 1902.    |
|---------------------------|------------------------------------------|----------|----------------------------------|----------|----------|
| Gross receipts.....       | \$9,918                                  | \$15,307 | \$18,171                         | \$20,228 | \$21,824 |
| Operating expenses.....   | 9,785                                    | 15,075   | 15,179                           | 17,528   | 18,043   |
| Earnings from operation.. | 133                                      | 232      | 2,992                            | 2,700    | 3,781    |
| Deductions from earnings. |                                          |          |                                  |          |          |
| Taxes.....                |                                          | 58       | 78                               | 105      | 79       |
| Interest on bonds....     |                                          |          | 2,000                            | 2,011    | 2,241    |
| Rentals.....              |                                          |          |                                  |          | 2,000    |

|                 |     |     |     |      |
|-----------------|-----|-----|-----|------|
| Net income..... | 174 | 914 | 584 | *538 |
|-----------------|-----|-----|-----|------|

†Combined figures of old and new company.

\*Deficit.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 2,572 |
| Transportation expenses.....           | 9,698    |
| Maintenance of way and structures..... | 2,919    |
| “ of equipment.....                    | 2,853    |

|                         |          |
|-------------------------|----------|
| Total.....              | \$18,043 |
| Passengers carried..... | 438,944  |

## BALANCE SHEET.—Dated June 30, 1898. 1899. 1900. 1901. 1902.

| ASSETS.                  |                                                   |
|--------------------------|---------------------------------------------------|
| Cost of road and equip.. | \$476,813 \$476,813 \$150,000 \$300,000 \$300,000 |
| Cash.....                | 867 1,041 768 723                                 |
| Other assets.....        | 1,262                                             |

|            |                                                   |
|------------|---------------------------------------------------|
| Total..... | \$477,680 \$477,854 \$150,768 \$301,262 \$300,723 |
|------------|---------------------------------------------------|

## LIABILITIES.

|                            |                                                   |
|----------------------------|---------------------------------------------------|
| Capital stock.....         | \$300,000 \$300,000 \$100,000 \$200,000 \$200,000 |
| Funded debt.....           | 150,000 150,000 50,000 100,000 100,000            |
| Accounts payable.....      | 27,680 26,813 17 750 184                          |
| Profit and loss (surplus). | 1,041 751 512 539                                 |

|            |                                                   |
|------------|---------------------------------------------------|
| Total..... | \$477,680 \$477,854 \$150,768 \$301,262 \$300,723 |
|------------|---------------------------------------------------|

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Phoenix engines, West. dynamos, Gen. Elec. motors, New Castle cars.

OFFICERS.—Pres. & Treas. Jacob Scott, Gen. Supt. Frank Andes.

DIRECTORS.—Wm. B. Given, C. A. Mayer, J. Henry Cochran, Jacob Scott.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Oct., 1902.

b

Lock Haven Electric Railway.—Chartered Apr. 14, 1894. This property is leased to and operated by the Susquehanna Traction Co.

CAPITAL STOCK, \$100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$100,000; dated June, 1894, due 1924; denom. \$100, \$500 and \$1,000; int. payable in gold June and Dec., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—See Lock Haven Traction Co.

OFFICERS.—Pres. L. M. Patterson, Sec. and Supt. R. H. Irvine Treas. George F. Porter.

DIRECTORS.—Wilson Kistler, W. H. Mayer, J. A. Seely, P. J. Bennett, J. H. Fredericks, L. M. Patterson, C. O. Baker, Geo. F. Porter, A. J. Belden.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Feb., 1901.

b

## McKEESPORT.

Population in 1880, 8,212, in 1890, 20,741.

Highland Grove Traction Co.—This road was put in operation June 26, 1901.

CAPITAL STOCK, authorized \$50,000; issued \$23,000.

OPERATION.—II mos. ending June 30, 1902.

|                         |         |
|-------------------------|---------|
| Total receipts.....     | \$8,011 |
| Operating expenses..... | 7,195   |

|                              |     |
|------------------------------|-----|
| Earnings from operation..... | 816 |
|------------------------------|-----|

Deductions from earnings.

|                       |       |
|-----------------------|-------|
| Taxes.....            | 148   |
| Other deductions..... | 2,612 |

|                 |        |
|-----------------|--------|
| Net income..... | *1,944 |
|-----------------|--------|

\*Deficit.

|                         |         |
|-------------------------|---------|
| Passengers carried..... | 198,485 |
|-------------------------|---------|

## BALANCE SHEET.—Dated June, 30, 1902.

| Assets.                      |          | Liabilities.       |          |
|------------------------------|----------|--------------------|----------|
| Cost of road & equip.....    | \$26,716 | Capital stock..... | \$23,000 |
| Cash.....                    | 4,340    | Loans.....         | 10,000   |
| Profit and loss (deficit)... | 1,944    |                    |          |
| Total.....                   | \$33,000 | Total.....         | \$33,000 |

PLANT AND EQUIPMENT.—Miles of track (electric) 3; gauge 5 ft. 2½ in.; 2 motor cars.

OFFICERS.—Pres. & Gen. Supt. T. H. Bowman, Sec. Arthur R. May, Treas. S. M. Bowman,

DIRECTORS.—T. H. Bowman, Arthur R. May, S. M. Bowman, W. C. Cronmeyer, Moritz Wolf.

Date of information Oct., 1902.

b

McKeesport, Wilmerding & Duquesne Railway Co.—Chartered Mar. 3, 1898. This company purchased at receiver's sale, by trustee, Aug. 4, 1897, the property of the McKeesport, Duquesne & Wilmerding Ry. Co., which was chartered Aug. 10, 1892, and is now a part of the system of the Pittsburgh, McKeesport & Connellsville Ry. Co., of Pittsburgh, Pa.

Date of information, Feb., 1903.

z

## MAUCH CHUNK.

Population in 1880, 3,752, in 1890, 4,101, in 1900, 4,029.

Mauch Chunk, Lehigh & Slatington Street Railway Co.—This company is the successor to the Carbon County Electric Ry. Co. This road was placed in the hands of receivers on Mar. 21, 1903.

CAPITAL STOCK, authorized and issued, \$600,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized \$600,000, issued \$500,000; dated May 1, 1901, due 1931; int. payable May and November.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$15,128 | \$15,970 | \$14,857 | \$12,470 | \$23,724 |
| Operating expenses.....         | 13,263   | 13,121   | 12,542   | 18,838   | 23,372   |
| Earnings from operation....     | 1,865    | 2,849    | 2,315    | *6,368   | 352      |
| Deductions from earnings.       |          |          |          |          |          |
| Interest.....                   | 3,090    | 3,387    | 3,506    | 4,395    | 11,205   |
| Taxes.....                      | 114      | 314      | 944      | 437      | 591      |
| Net income.....                 | *1,339   | *852     | *2,135   | 1,200    | *11,444  |
| *Deficit.                       |          |          |          |          |          |

## OPERATING EXPENSES.

| Year ending June 30, 1902.             |  |  |  |  |          |
|----------------------------------------|--|--|--|--|----------|
| General expenses.....                  |  |  |  |  | \$ 1,432 |
| Transportation expenses.....           |  |  |  |  | 17,767   |
| Maintenance of way and structures..... |  |  |  |  | 1,703    |
| "    " equipment.....                  |  |  |  |  | 2,469    |
| Total.....                             |  |  |  |  | \$23,372 |
| Passengers carried.....                |  |  |  |  | 474,479  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                    |  | 1901.     | 1902.       |
|----------------------------|--|-----------|-------------|
| Cost of road.....          |  | \$808,000 | \$963,960   |
| "    " equipment.....      |  |           | 171,722     |
| Cash.....                  |  | 9,104     | 742         |
| Open accounts.....         |  | 104       | 1,692       |
| Material and supplies..... |  | 16,672    | 5,296       |
| Profit and loss.....       |  | 6,414     | 11,444      |
| Total.....                 |  | \$840,294 | \$1,154,857 |

## LIABILITIES.

|                        |           |             |
|------------------------|-----------|-------------|
| Capital stock.....     | \$600,000 | \$ 600,000  |
| Funded debt.....       | 208,000   | 500,000     |
| Accounts payable.....  | 21,426    | 43,652      |
| Other liabilities..... | 10,868    | 11,205      |
| Total.....             | \$840,294 | \$1,154,857 |

PLANT AND EQUIPMENT.—Miles of track (electric), 13.19; gauge, 5 ft. 2 in.; 48 lb. and 66 lb. T and girder rail; 16 motor cars; West. dynamos and motors, Lamokin cars.

OFFICERS.—Recr. Hugh E. Crilly, Pres. I. A. Sweigard, V. Pres. John H. Pascoe, Sec. T. F. Durham, Treas. Russell A. Thayer, Gen. Supt. P. F. Cannon.

DIRECTORS.—I. A. Sweigard, Wm. H. Bartlett and T. F. Durham, Philadelphia; John A. Pascoe, Henry C. Trexler, Andrew S. Jack, Allentown, Pa.

GENERAL OFFICE, Bourse Bldg., Philadelphia, Pa.

Date of information, Mar., 1903.

b x

## MEADVILLE.

Population in 1880, 8,860, in 1890, 9,520, in 1900, 10,291.

**Meadville & Cambridge Springs Street Railway Co.**—Chartered in 1901 to carry passengers, mail and express. This line forms the connecting link between Erie, Pa., and Meadville, Pa., and serves a population of about 25,000. Operation commenced Jan. 15, 1903.

CAPITAL STOCK, \$300,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$300,000, issued, \$260,000; dated July 1, 1902, due 1932; denom. \$500; int. payable at office of Equitable Trust Co., Pittsburg, Pa., trustee of mortgage. Bonds may be called for payment after twenty years at 105 and interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.5; 77½ lb. and 85 lb. T rail; 4 motor cars, 1 freight car; power rented.

OFFICERS.—Pres. F. R. Shryock, Treas. Chas. Fahr.

GENERAL OFFICES.—Meadville, Pa., and 513 Times Bldg., Pittsburg, Pa.

Date of information, Feb., 1903.

z

**Meadville Traction Co.**—This road commenced operation on Apr. 14, 1898.

CAPITAL STOCK, authorized and issued, \$350,000.

FUNDED DEBT, authorized and issued, \$300,000.

| OPERATION.—Year ending June 30, |          |          |          |
|---------------------------------|----------|----------|----------|
|                                 | 1900.    | 1901.    | 1902.    |
| Gross receipts.....             | \$32,353 | \$29,576 | \$29,591 |
| Operating expenses.....         | 26,114   | 25,978   | 21,388   |
| Earnings from operation.....    | 6,239    | 3,598    | 8,203    |
| Deductions from earnings.       |          |          |          |
| Interest.....                   | 7,500    | 7,500    | 7,500    |
| Net income.....                 | *1,261   | *3,902   | 703      |
| *Deficit.                       |          |          |          |

## OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,249 |
| Transportation expenses.....           | 14,742   |
| Maintenance of way and structures..... | 997      |
| "    of equipment.....                 | 2,400    |
| Total.....                             | \$21,388 |
| Passengers carried.....                | 806,025  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                            |  | 1899.     | 1901.     | 1902.     |
|------------------------------------|--|-----------|-----------|-----------|
| Cost of road.....                  |  | \$248,300 | \$248,300 | \$245,200 |
| Cost of equipment.....             |  | 56,100    | 56,100    | 56,100    |
| Other permanent investments.....   |  | 352,472   | 350,000   | 350,000   |
| Cash.....                          |  | 85        | 333       | 722       |
| Bills and accounts receivable..... |  | 69        | 8         | 173       |
| Materials and supplies.....        |  | 1,054     | 2,341     | 9,436     |
| Additions and betterments.....     |  |           | 2,565     | 774       |
| Profit and loss (deficit).....     |  | 1,261     |           |           |
| Total.....                         |  | \$659,341 | \$659,647 | \$662,405 |

## LIABILITIES.

|                       |           |           |           |
|-----------------------|-----------|-----------|-----------|
| Capital stock.....    | \$350,000 | \$350,000 | \$350,000 |
| Funded debt.....      | 300,000   | 300,000   | 300,000   |
| Interest.....         | 7,500     | 7,500     | 7,500     |
| Accounts payable..... | 1,841     | 2,147     | 4,905     |
| Total.....            | \$659,341 | \$659,647 | \$662,405 |

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 11 motor cars; Gen. Elec. dynamos and motors; St. Louis and Jewett cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. F. R. Shryock, V. Pres. George D. Trawin, Sec. Cyrus See, Treas. Charles Fahr.

DIRECTORS.—Charles Fahr, Jos. Missick, G. D. Trawin, J. J. Shryock, F. R. Shryock, H. F. Thompson.

REFERENCES.—Description of road, Vol. XIV, July, '98, p. 359 (ill).

Date of information, Oct., 1901.

b

## MEYERSDALE.

Population in 1890, 1,847, in 1900, 3,024.

**Meyersdale & Salisbury Street Railway.**—This road is now under construction. All contracts have been awarded.

CAPITAL STOCK, authorized, \$250,000; issued, \$36,000.

FUNDED DEBT, authorized, \$250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; 75 k. w. and 200 k. w. dynamos, 150 k. w. 500 volt railway generator, 350 H. P., 275 H. P. and 150 H. P. engines, three 250 H. P. water tube boilers; Gen. Elec. dynamos, Lorain motors, Jewett cars.

OFFICERS.—Pres. M. S. Stokes, V. Pres. W. W. Staub, Sec. C. Elmer Brown, Treas. David S. Martin, Man. A. O. Lorentz, Engr. J. B. Townsend.

Date of information, Feb., 1902.

x

## MILTON.

Population in 1900, 6,157; Lewisburg, 3,457; Watsonstown, 2,200.

**Lewisburg, Milton & Watsonstown Passenger Railway Co.**—Chartered Sept. 3 1897, for 99 years. Municipal franchise granted Oct. 15, 1897, in perpetuity. Annual meeting in Jan. This road commenced operation on Feb. 11, 1898. The capital stock of this company is now controlled by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$150,000; dated Feb. 10, 1898, due 1928; denom. \$1,000; int. payable Jan. and July, at office of Union Trust Co., of Philadelphia, trustee of mortgage.

| OPERATION.—Year ending June 30, |  |  | 1901.    | 1902.    |
|---------------------------------|--|--|----------|----------|
| Gross receipts.....             |  |  | \$23,356 | \$22,843 |
| Operating expenses.....         |  |  | 16,553   | 18,665   |
| Earnings from operation.....    |  |  | 6,803    | 4,178    |
| Deductions from earnings.       |  |  |          |          |
| Interest.....                   |  |  | 7,500    | 7,500    |
| Taxes.....                      |  |  | 1,155    | 1,120    |
| Rental.....                     |  |  |          | 7        |
| Net income.....                 |  |  | *1,852   | *4,449   |
| *Deficit.                       |  |  |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$4,640  |
| Transportation expenses.....           | 8,907    |
| Maintenance of way and structures..... | 4,316    |
| "    of equipment.....                 | 802      |
| Total.....                             | \$18,665 |
| Passengers carried.....                | 487,270  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        |  | 1901.     | 1902.     |
|--------------------------------|--|-----------|-----------|
| Cost of road.....              |  | \$248,267 | \$249,315 |
| "    equipment.....            |  | 54,292    | 54,388    |
| Cash.....                      |  | 3,514     |           |
| Other assets.....              |  |           | 1,319     |
| Profit and loss (deficit)..... |  | 62        | 3,459     |
| Total.....                     |  | \$306,135 | \$308,482 |

## LIABILITIES.

|                                |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$150,000 | \$150,000 |
| Funded debt.....               | 150,000   | 150,000   |
| Accrued interest.....          | 3,750     | 7,500     |
| Accounts payable.....          | 1,395     | 982       |
| Profit and loss (surplus)..... |           | 990       |
| Total.....                     | \$306,135 | \$308,482 |

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Hamilton-Corliss engines. Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. E. R. Dick, Sec. & Treas. John J. Collier, Gen. Supt. D. A. Hegarty, Supt. L. H. Mountney.

DIRECTORS.—Evans R. Dick, R. H. Rushton, Geo. S. Graham, Ogden Hoffman, Jay Cooke, 3d.

GENERAL OFFICE, North American Bldg., Philadelphia, Pa. Supt.'s office, Milton, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1903.

## MONONGAHELA CITY.

Population in 1880, 2,904, in 1890, 4,096, in 1900, 5,173.

Monongahela City Street Railway Co.—Chartered Feb. 21, 1893. This company has been merged into the Pittsburg & Charleroi Street Ry. Co.

CAPITAL STOCK, \$15,000.

FUNDED DEBT.—None.

## OPERATION.—Year ending June 30,

|                              | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   |
|------------------------------|---------|---------|---------|---------|---------|
| Receipts from operation..... | \$3,232 | \$3,020 | \$3,026 | \$3,370 | \$5,548 |
| "    other sources.....      |         | 28      |         |         |         |
| "    total.....              | 3,232   | 3,048   | 3,026   | 3,370   | 5,548   |
| Operating expenses.....      | 3,906   | 3,438   | 3,465   | 3,163   | 2,548   |
| Earnings from operation..... | * 674   | * 390   | * 439   | 207     | 3,000   |
| Taxes.....                   |         |         | 128     | 128     | 229     |
| Net income.....              |         |         |         | 79      | 2,771   |
| Total surplus account.....   |         |         |         |         | 2,850   |

\*Deficit.

## BALANCE SHEET.—Dated June 30,

| ASSETS.                        |  | 1897.    | 1898.    | 1899.    | 1900.    | 1901.    |
|--------------------------------|--|----------|----------|----------|----------|----------|
| Cost of road.....              |  | \$14,180 | \$14,180 | \$14,180 | \$14,180 | \$14,180 |
| Cost of equipment.....         |  | 1,850    | 1,850    | 1,850    | 1,850    | 7,195    |
| Cash.....                      |  | 209      |          |          |          |          |
| Profit and loss (deficit)..... |  |          | 390      | 957      | 79       |          |
| Total.....                     |  | \$16,240 | \$16,420 | \$16,987 | \$16,109 | \$21,375 |

## LIABILITIES.

|                                |          |          |          |          |          |
|--------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....             | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 |
| Current liabilities.....       | 1,030    | 1,420    | 1,987    | 1,109    | 3,525    |
| Profit and loss (surplus)..... | 210      |          |          |          | 2,850    |
| Total.....                     | \$16,240 | \$16,420 | \$16,987 | \$16,109 | \$21,375 |

PLANT AND EQUIPMENT.—Miles of track (electric) 1.5; 1 motor car.

OFFICERS.—Pres. W. J. Berryman, Sec. F. M. Ross, Treas. W. S. Mitchell, Asst. Sec. W. H. Rogers.

DIRECTORS.—W. J. Berryman, C. F. Thompson, F. M. Ross; W. S. Mitchell, J. M. Downer, Chas. G. McIlvane.

GENERAL OFFICE, Monongahela City, Pa.

Date of information, Aug., 1902.

## MONTOURSVILLE.

Population in 1880, 1,193, in 1890, 1,278, in 1900, 1,462.

Montoursville Passenger Railway Co.—Chartered June 28, 1897. Commenced operation Dec. 16, 1897. This is an interurban railway connecting Montoursville and Williamsport, Pa. On Oct. 22,

1899, the capital stock of this company was purchased by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, \$75,000.

FUNDED DEBT, authorized and issued, \$75,000.

## OPERATION.—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$15,498 |
| "    other sources.....       | 508      |
| "    total.....               | 16,006   |
| Operating expenses.....       | 13,701   |
| Earnings from income.....     | 2,305    |
| Deductions from earnings..... |          |
| Taxes.....                    | 586      |
| Other deductions.....         | 14       |
| Net income.....               | 1,705    |

## OPERATING EXPENSES.

## Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 3,700 |
| Transportation expenses.....           | 7,838    |
| Maintenance of way and structures..... | 1,439    |
| "    of equipment.....                 | 724      |
| Total.....                             | \$13,701 |
| Passengers carried.....                | 337,822  |

## BALANCE SHEET.—Dated June 30, 1902.

| Assets.                      |           | Liabilities.                   |           |
|------------------------------|-----------|--------------------------------|-----------|
| Cost of road.....            | \$132,005 | Capital stock.....             | \$ 75,000 |
| "    equipment.....          | 20,640    | Funded debt.....               | 75,000    |
| Cash and current assets..... | 1,652     | Loans.....                     | 500       |
|                              |           | Accounts payable.....          | 1,082     |
|                              |           | Profit and loss (surplus)..... | 2,715     |
| Total.....                   | \$154,297 | Total.....                     | \$154,297 |

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 56 lb. T rail, 7 cars, of which 6 are motor cars, and 1 trail car; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Evans R. Dick, Sec. & Treas. John J. Collier, Gen. Supt. D. A. Hegarty.

DIRECTORS.—Evans R. Dick, J. O. Hoffman, R. H. Rushton, Jay Cooke 3d, George S. Graham, all of Philadelphia, Pa.

GENERAL OFFICE, North American Bldg., Philadelphia, Pa.

Date of information, Mar., 1903.

## MT. CARMEL.

Population in 1900, 13,179.

Ashland & Centralia Electric Railway Co.—Chartered June 13, 1899. This road is leased to the Shamokin & Mt. Carmel Electric Ry. Co.

CAPITAL STOCK, \$60,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, \$60,000; dated Jan. 1, 1900, due 1930.

| OPERATION.—Year ending June 30, |  | 1901.    | 1902.    |
|---------------------------------|--|----------|----------|
| Total receipts.....             |  | \$11,532 | \$12,086 |
| Operating expenses.....         |  | 4,920    | 5,600    |
| Earnings from operation.....    |  | 6,612    | 6,486    |
| Deductions from earnings.....   |  |          |          |
| Interest.....                   |  | 2,400    | 2,410    |
| Taxes.....                      |  | 75       | 403      |
| Rentals.....                    |  | 1,618    | 1,391    |
| Other deductions.....           |  | 79       | 257      |
| Net income.....                 |  | 2,440    | 2,025    |

## OPERATING EXPENSES.

## Year ending June 30, 1902.

|                               |         |
|-------------------------------|---------|
| General expenses.....         | \$1,466 |
| Transportation expenses.....  | 4,000   |
| Maintenance of equipment..... | 134     |
| Total.....                    | \$5,600 |
| Passengers carried.....       | 239,578 |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                          |  | 1901.     | 1902.     |
|----------------------------------|--|-----------|-----------|
| Cost of road and equipment.....  |  | \$123,150 | \$123,482 |
| Other permanent investments..... |  | 3,000     | 4,500     |
| Current assets.....              |  |           | 517       |
| Total.....                       |  | \$126,150 | \$128,498 |

## LIABILITIES.

|                                |           |           |
|--------------------------------|-----------|-----------|
| Capital stock.....             | \$ 60,000 | \$ 60,000 |
| Funded debt.....               | 60,000    | 60,000    |
| Current liabilities.....       | 3,709     | 4,032     |
| Profit and loss (surplus)..... | 2,441     | 4,466     |
| Total.....                     | \$126,150 | \$128,498 |

Please note date of information at end of each report.



PLANT AND EQUIPMENT.—Miles of track (electric), 3.  
OFFICERS.—Pres. Thomas M. Richter, Mt. Carmel, Pa.; Sec. & Treas. Israel G. Erb, Lititz, Pa.; Gen. Man. G. M. Smith, Mt. Carmel, Pa.

DIRECTORS.—Voris Auten, Mt. Carmel, Pa.; Morris Williams, Wilkes Barre, Pa.; H. S. Snavely, Junction, Pa.; I. G. Erb, Lititz, Pa.; C. Smith, Annville, Pa.; W. A. Marr, Ashland, Pa.

GENERAL OFFICE, Mt. Carmel, Pa.

Date of information, Mar., 1903.

### NANTICOKE.

Population, 1880, 3,884, in 1890, 10,044, in 1900, 12,116.

People's Street Railway Co.—Chartered Sept. 27, 1892, to build a railway to connect Nanticoke, Glen Lynn and Wanamie.

CAPITAL STOCK, \$100,000.

FUNDED DEBT, issued, \$100,000.

| OPERATION.—Year ending June 30, |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Gross receipts .....            | \$20,569 | \$20,104 | \$21,939 | \$25,137 | \$28,580 |
| Operating expenses ....         | 10,551   | 11,998   | 11,732   | 20,322   | 20,633   |
| Earn'gs from operation..        | 10,018   | 8,106    | 10,207   | 4,815    | 7,947    |
| Deductions from earn'gs.        |          |          |          |          |          |
| Interest.....                   | 5,280    |          | 6,000    | 6,000    | 6,000    |
| Taxes.....                      | 319      | 280      | 1,234    | 754      | 695      |
| Other deductions...             | 3,776    |          |          |          |          |
| Net income.....                 | 643      | 7,826    | 2,973    | *1,9393  | 1,252    |
| Dividends paid.....             |          | 8,284    | 2,000    |          |          |
| Total surplus .....             | 4,897    | 4,438    | 5,410    | 3,471    | 4,724    |
| *Deficit.                       |          |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |  |  |  |  |          |
|----------------------------------------|--|--|--|--|----------|
| General expenses.....                  |  |  |  |  | \$ 3,692 |
| Transportation expenses.....           |  |  |  |  | 8,163    |
| Maintenance of way and structures..... |  |  |  |  | 7,385    |
| " of equipment.....                    |  |  |  |  | 1,393    |
| Total.....                             |  |  |  |  | \$20,633 |
| Passengers carried.....                |  |  |  |  | 585,938  |

| BALANCE SHEET.—Dated June 30, |           |           |           |           |  |
|-------------------------------|-----------|-----------|-----------|-----------|--|
| ASSETS.                       |           |           |           |           |  |
|                               | 1899.     | 1900.     | 1901.     | 1902.     |  |
| Cost of road.....             | \$151,730 | \$151,730 | \$151,730 | \$151,730 |  |
| " equipment.....              | 48,915    | 48,915    | 48,915    | 48,915    |  |
| Cash.....                     | 4,438     | 5,411     | 3,471     | 4,724     |  |
| Material and supplies.....    | 1,952     | 2,554     | 2,355     | 2,355     |  |
| Other accounts.....           | 603       |           |           |           |  |
| Total.....                    | \$207,638 | \$208,610 | \$206,471 | \$207,724 |  |

| LIABILITIES.                   |           |           |           |           |  |
|--------------------------------|-----------|-----------|-----------|-----------|--|
| Capital stock.....             | \$100,000 | \$100,000 | \$100,000 | \$100,000 |  |
| Funded debt.....               | 100,000   | 100,000   | 100,000   | 100,000   |  |
| Interest.....                  | 3,000     | 3,000     | 3,000     | 3,000     |  |
| Accounts payable.....          | 200       | 200       |           |           |  |
| Profit and loss (surplus)..... | 4,438     | 5,410     | 3,471     | 4,724     |  |
| Total.....                     | \$207,638 | \$208,610 | \$206,471 | \$207,724 |  |

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. K. M. Smith, V. Pres. George T. Morgan, Sec. & Treas. R. H. Conover, Gen. Supt. A. Van Alstyne.

DIRECTORS.—Geo. T. Morgan, K. M. Smith, R. H. Conover, T. A. Gates, A. E. Pond.

GENERAL OFFICE, Nanticoke, Pa.

Date of information Oct., 1902.

### NEW CASTLE (Lawrence Co.).

Population in 1880, 8,418, in 1890, 11,600, in 1900, 28,339.

New Castle Traction Co.—This company has leased the properties of the New Castle & Mahoningtown Ry. and the New Castle Electric Street Ry. Co. Annual meeting second Monday in Jan. This road is now owned and operated by the Pennsylvania & Mahoning Valley Ry. Co.

CAPITAL STOCK, authorized and issued, \$500,000, par value \$50 per share.

FUNDED DEBT.—First mortgage 5 p. gold bonds, authorized and issued, \$500,000; dated May 1, 1897, due 1927; denom. \$1,000; int. payable May and Nov., at office of Union Trust Co., of Pittsburgh, Pa., trustee.

| OPERATION.—Year ending June 30, |           |           |            |           |  |
|---------------------------------|-----------|-----------|------------|-----------|--|
|                                 | 1899.     | 1900.     | 1901.      | 1902.     |  |
| Gross receipts.....             | \$115,916 | \$137,493 | *\$122,180 | \$139,626 |  |
| Operating expenses.....         | 78,746    | 79,439    | 78,064     | 84,553    |  |
| Earnings from operation.....    | 37,170    | 58,054    | 44,116     | 55,073    |  |

| Deduction from earnings.                                                                   |        |        |           |           |
|--------------------------------------------------------------------------------------------|--------|--------|-----------|-----------|
|                                                                                            | 1899.  | 1900.  | 1901.     | 1902.     |
| Interest.....                                                                              | 21,026 | 25,000 | 25,000    | 25,000    |
| Taxes.....                                                                                 | 726    | 3,693  | 5,940     | 5,667     |
| Other deductions.....                                                                      |        | 4,519  | 1,524     | 21        |
| Net income.....                                                                            | 15,418 | 24,842 | 11,652    | 24,386    |
| Total surplus.....                                                                         | 14,886 | 30,631 | 42,283    | 66,669    |
| Passengers carried.....                                                                    |        |        | 3,036,520 | 3,541,931 |
| * Decrease in gross receipts in 1901, due to strike of employees of American Tin Plate Co. |        |        |           |           |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |  |  |  |          |
|----------------------------------------|--|--|--|----------|
| General expenses.....                  |  |  |  | \$17,528 |
| Transportation expenses.....           |  |  |  | 52,656   |
| Maintenance of way and structures..... |  |  |  | 6,582    |
| " of equipment.....                    |  |  |  | 7,786    |
| Total.....                             |  |  |  | \$84,553 |

| BALANCE SHEET.—Dated June 30, |             |             |             |             |
|-------------------------------|-------------|-------------|-------------|-------------|
| ASSETS.                       |             |             |             |             |
|                               | 1899.       | 1900.       | 1901.       | 1902.       |
| Cost of road.....             | \$465,759   | \$492,062   | \$504,813   | \$518,973   |
| " equipment.....              | 91,971      | 101,185     | 108,435     | 108,443     |
| Stock of other companies..... | 500,000     | 500,000     | 500,000     | 500,000     |
| Cash.....                     | 3,549       | 20,006      | 8,397       | 19,160      |
| Open accounts.....            |             |             | 213,885     | 211,701     |
| Material and supplies.....    |             |             | 4,461       | 4,530       |
| Other assets.....             | 138,283     | 182,111     | 3,730       | 2,539       |
| Total.....                    | \$1,199,562 | \$1,295,364 | \$1,343,721 | \$1,365,346 |
| LIABILITIES.                  |             |             |             |             |
| Capital stock.....            | \$ 500,000  | \$ 500,000  | \$ 500,000  | \$ 500,000  |
| Funded debt.....              | 500,000     | 500,000     | 500,000     | 500,000     |
| Bills payable.....            | 162,000     | 241,000     | 301,438     | 294,511     |
| Other liabilities.....        | 22,676      | 23,733      |             | 4,167       |
| Profit and loss (surplus)...  | 14,886      | 30,631      | 42,283      | 66,669      |
| Total.....                    | \$1,199,562 | \$1,295,364 | \$1,343,721 | \$1,365,346 |

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 54 cars, of which 31 are motor cars and 23 trail cars; West. dynamos and motors, New Castle. Jackson & Sharp and St. Louis cars, McGuire trucks.

OFFICERS.—Pres. M. A. Verner, V. Pres. James Parmelee, Sec. John E. McVey, Treas. B. F. Miles, Gen. Supt. M. E. McCaskey.

DIRECTORS.—M. A. Verner, James Parmelee, B. F. Miles, Myron T. Herrick, C. H. Akens.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

GENERAL OFFICE, New Castle, Lawrence Co., Pa.

Date of information, Mar., 1903.

### NEWTOWN.

Population in 1880, 1,001; in 1890, 1,213, in 1900, 1,463.

Newtown Electric Street Railway Co.—Chartered Dec. 17, 1896. Annual meeting second Monday in January. On Sept. 1, 1898, this company leased the Newtown, Langhorne & Bristol Trolley Street Ry.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$300,000; dated July 20, 1898, due 1928; denom. \$1,000; int. payable at office of Real Estate Title Insurance and Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30, |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|
|                                 | 1899.    | 1900.    | 1901.    | 1902.    |
| Receipts from passengers.....   |          |          |          | \$51,079 |
| " other sources.....            |          |          |          | 13,508   |
| " total.....                    | \$21,342 | \$36,445 | \$53,713 | 64,587   |
| Operating expenses.....         | 20,818   | 32,694   | 42,170   | 42,640   |
| Earnings from operation.....    | 524      | 3,751    | 11,543   | 21,947   |
| Deductions from earnings.       |          |          |          |          |
| Interest.....                   |          | 11,273   | 6,636    | 10,770   |
| Taxes.....                      | 607      | 11       | 3,551    | 152      |
| Rentals.....                    | 3,442    | 6,834    | 6,724    | 6,771    |
| Other deductions.....           |          |          |          | 5,185    |
| Net income.....                 | *3,525   | *14,367  | *5,368   | *931     |
| * Deficit.                      |          |          |          |          |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |  |  |  |           |
|----------------------------------------|--|--|--|-----------|
| General expenses.....                  |  |  |  | \$ 3,342  |
| Transportation expenses.....           |  |  |  | 30,086    |
| Maintenance of way and structures..... |  |  |  | 2,630     |
| " of equipment.....                    |  |  |  | 6,582     |
| Total.....                             |  |  |  | \$42,640  |
| Passengers carried.....                |  |  |  | 1,021,580 |

Please note date of information at end of each report.

| BALANCE SHEET.—Dated June 30,  |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| ASSETS.                        |           |           |           |           |
|                                | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....              | \$113,279 | \$592,516 | \$608,868 | \$617,148 |
| Cost of equipment.....         | 4,513     | 5,003     | 5,060     | 334       |
| Cash and current assets.....   | 103       | 3,657     | 2,286     | 1,004     |
| Materials and supplies.....    | 1,450     | 3,442     | 1,518     |           |
| Additions and betterments..... |           |           | 419       |           |
| Profit and loss (deficit)..... | 3,787     | 18,155    | 19,735    | 27,130    |
| Total.....                     | \$123,132 | \$622,773 | \$637,886 | \$645,616 |
| LIABILITIES.                   |           |           |           |           |
| Capital stock.....             | \$72,000  | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.....               | 43,000    | 300,000   | 300,000   | 300,000   |
| Current liabilities.....       |           | 11,273    | 6,636     | 6,634     |
| Loans.....                     | 8,132     | 11,500    | 31,250    | 23,810    |
| Other liabilities.....         |           |           |           | 5,172     |

Total.....\$123,132 \$622,773 \$637,886 \$645,616

**PLANT AND EQUIPMENT.**—Miles of track (electric), 27.89; gauge, 5 ft. 2½ ins.; 70 lb. rail; 15 motor cars; 1,200 H. P. station plant; Gen. Elec. dynamos and motors, Brill and St. Louis car and trucks.

**OFFICERS.**—Pres. T. P. Chambers, Sec. George C. Worstall, Treas. Thomas B. Chambers, Gen. Mgr. A. Chambers.

**DIRECTORS.**—T. S. Kenderdine, E. H. Buckman, T. P. Chambers, D. A. Hegarty, W. T. Wright, George C. Worstall, Ashbel W. Watson, Robert Alexander, A. Chambers, George C. Blackfan.

GENERAL OFFICE, Newtown, Pa.

Date of information, Oct., 1902.

b

### NORRISTOWN.

Population in 1880, 13,063, in 1890, 19,791, in 1900, 23,600.

**Schuylkill Valley Traction Co.**—Chartered Sept., 1893, as successor, by amendment of charter, to the Norristown, Bridgeport & Conshohocken Traction Co. This company operates the Norristown Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Montgomery County Passenger Ry. Co., the Conshohocken Ry. Co. and the Collegeville Electric Street Ry. Co. The company obtained control of the above roads on Jan. 15, 1895, and on Jan. 1, 1902, it leased the Roxborough Chestnut Hill & Norristown Ry. Co. for 950 years. Annual meeting first Thursday in Oct. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

**CAPITAL STOCK**, authorized, \$1,000,000, issued, \$500,000; par value, \$50 per share; registrar of stock, Norristown Title, Trust & Safe Deposit Co.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$400,000, issued, \$245,000; dated Nov. 1895, due 1945; int. payable Feb. and Aug.

Income mortgage 5 p. c. gold bonds, authorized, \$100,000, issued, \$95,000; dated Aug. 1, 1899, due 1949; int. payable Feb. and Aug.

**OPERATION.**—Year ending

|                             | Dec. 31,<br>1898. | 1899.    | 1900.    | 1901.    | 1902.     |
|-----------------------------|-------------------|----------|----------|----------|-----------|
| Receipts from passengers..  | \$63,637          | \$65,431 | \$74,808 | \$79,949 | \$160,942 |
| " other sources.....        | 230               | 1,802    | 3,706    | 4,771    | 36,337    |
| " total.....                | 63,867            | 67,233   | 78,514   | 84,720   | 197,279   |
| Operating expenses.....     | 49,862            | 48,568   | 56,667   | 66,306   | 136,353   |
| Earnings from operation.... | 14,005            | 18,665   | 21,847   | 18,414   | 60,926    |
| Deductions from earnings.   |                   |          |          |          |           |
| Interest.....               |                   | 127,579  | 9,308    | 10,113   | 11,485    |
| Taxes.....                  |                   | 11,000   | 7,678    | 3,927    | 5,401     |
| Rentals.....                |                   |          | 14,592   | 14,650   | 46,666    |
| Other deductions.....       |                   |          | 518      | 59       | 2,716     |
| Net income.....             |                   | *119,914 | *10,249  | *10,335  | *5,341    |
| *Deficit.                   |                   |          |          |          |           |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$18,455 |
| Transportation expenses.....           | 89,485   |
| Maintenance of way and structures..... | 8,126    |
| " " equipment.....                     | 20,287   |

Total.....\$136,353

Passengers carried.....3,615,603

**BALANCE SHEET.**—Dated

|                               | Dec. 31,<br>1898. | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-------------------|-----------|-----------|-----------|-----------|
| ASSETS.                       |                   |           |           |           |           |
| Cost of road and equip....    | \$194,875         | \$198,220 | \$212,370 | \$220,533 | \$345,800 |
| Other permanent invest's      | 460,900           | 479,400   | 611,549   |           |           |
| Stocks of other comp'nies     |                   |           |           | 481,049   | 493,631   |
| Bonds " " " " " "             |                   |           |           | 100,500   | 100,500   |
| Treasury bonds.....           |                   |           |           | 30,000    |           |
| Cash and current assets..     | 17,139            | 22,672    | 9,653     | 1,349     | 9,792     |
| Bills receivable.....         |                   |           |           | 4,142     | 4,142     |
| Open accounts.....            |                   |           |           | 3,424     | 4,466     |
| Material and supplies....     |                   |           |           | 1,249     | 12,145    |
| Additions and better'mts.     |                   |           |           | 9,572     |           |
| Other assets.....             |                   |           | 11,630    | 6,189     | 74,583    |
| Profit and loss (deficit).... | 100,141           | 111,859   | 18,406    | 28,743    | 34,084    |
| Total.....                    | \$773,055         | \$812,151 | \$863,608 | \$886,750 | 1,079,142 |

|                           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| Funded debt.....          | 115,000   | 280,475   | 236,000   | 236,000   | 245,000   |
| Interest on funded debt.. |           |           |           | 6,608     | 5,104     |
| Loans.....                |           |           |           | 13,750    |           |
| Income bonds.....         |           |           |           | 95,000    | 95,000    |
| Reorganization fund.....  |           |           |           | 13,887    |           |
| Accounts payable.....     |           |           |           | 5,683     | 20,559    |
| Other liabilities.....    | 47,748    | 2,454     | 108,886   | 15,822    | 213,479   |
| Bills payable.....        | 110,307   | 29,222    | 18,722    |           |           |

Total.....\$773,055 \$812,151 \$863,608 \$886,750 1,079,142

**PLANT AND EQUIPMENT.**—Miles of track (electric), 51.08; gauge, 5 ft. 2½ in.; 60 lb. to 80 lb. girder and T rail; 84 motor cars; 650 H. P. generator and boiler capacity; Allis & Buckeye engines. West. and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

**OFFICERS.**—Pres. John A. Rigg, V. Pres. H. C. Moore, Solicitor N. H. Larzelere, Gen. Man. Supt. & Elecn. George Hoeger, Ch. Engr. of Power Station Henry Holland.

**DIRECTORS.**—John A. Rigg, Reading, Pa.; R. N. Carson, E. J. Moore; Philadelphia; H. C. Moore, Trenton, N. J.; D. B. Shepp, N. H. Larzelere, Jno. T. Dyer.

GENERAL OFFICE, Norristown, Pa.

**REFERENCES.**—Description of road (brief) Vol. XX, July 12, '02, p. 68 (ill.).

Date of information, Mar., 1903.

z

**Norristown Passenger Railway Co.**—Chartered June 23, 1884. Annual meeting, second Monday in Jan. Leased (on Jan. 1895) to and operated by Schuylkill Valley Traction Co., which company pays the interest on funded debt and an annual rental as follows: \$1,000 the first year, \$1,500 the second, \$2,250 the third, \$3,000 the fourth, \$4,000 the fifth and subsequent years.

**CAPITAL STOCK**, authorized and issued, \$75,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, \$75,000; dated 1893, due 1923; int. payable Jan. and July.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.25; gauge, 5 ft. 2½ in.; 45 lb. and 66 lb. girder rail.

**OFFICER.**—Pres. John A. Rigg.

**DIRECTORS.**—John A. Rigg, Henry C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Mar., 1903.

z

**Citizens' Passenger Railway Co., of Norristown.**—Chartered Apr., 1887. Annual meeting second Monday in Jan. Leased in Jan., 1895, to and operated by the Schuylkill Valley Traction Co., which company pays the interest on funded debt.

**CAPITAL STOCK**, authorized and issued, \$79,520; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$80,000; dated Feb. 1, 1895, due 1925; subject to call, at 105, Feb. 1, 1905; int. payable Feb. and Aug., at office of Norristown Title, Trust & Safe Deposit Co., of Norristown, Pa., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.25; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 8 motor cars; Curtis dynamos and motors, L. & F. cars.

**OFFICER.**—Pres. John A. Rigg.

**DIRECTORS.**—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

Date of information, Mar., 1903.

z

**Montgomery County Passenger Railway Co.**—Chartered Jan. 30, 1893; road opened in 1894. This company is leased to, and operated by, the Schuylkill Valley Traction Co.

**CAPITAL STOCK**, authorized and issued, \$150,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$150,000; int. payable Jan. and July.

**PLANT AND EQUIPMENT.**—Miles of track, 1.5; gauge, 5 ft. 2½ in.; 45 lb. girder rail.

**OFFICER.**—Pres. John A. Rigg.

**DIRECTORS.**—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Mar., 1903.

z

**Conshohocken Railway Co.**—Chartered Feb. 1, 1893. This line connects Norristown with Conshohocken, extending over the Ridge Turnpike and Plymouth and White Marsh Turnpike to the Norristown.

Please note date of information at end of each report.

town borough line, through Conshohocken. The road was opened in Jan., 1895, and is operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, \$145,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$100,000; dated July 1, 1894, due 1924, but subject to call at 105, July 1, 1904; int. payable Jan. and July, at office of Norristown Title, Trust & Safe Deposit Co., trustee of mortgage. These bonds are guaranteed, principal and interest, by the Schuylkill Valley Traction Co.

FRANCHISES in the borough of Conshohocken are perpetual and exclusive.

PLANT AND EQUIPMENT.—Miles of track, 5.5; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail.

OFFICER.—Pres. John A. Rigg.

DIRECTORS.—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Mar., 1903.

z

Collegedale Electric Railway Co.—Chartered July 30, 1897. This road is a part of the Schuylkill Valley Traction Co.'s system.

CAPITAL STOCK, authorized, \$7,000, issued, \$2,500, par value, \$50 per share.

OFFICER.—Pres. John A. Rigg.

DIRECTORS.—John A. Rigg, H. C. Jones, N. H. Larzelere, H. C. Moore.

Date of information, Mar., 1903.

z

### NORTHAMPTON.

Population in 1900, 1,522.

Northampton Central Street Railway Co.—Chartered Mar. 3, 1899. This road is operated by the Lehigh Valley Traction Co.

CAPITAL STOCK, authorized and issued, \$72,000.

BALANCE SHEET.—Dated June 30, 1901-2.

| Assets.           |          | Liabilities.                             |          |
|-------------------|----------|------------------------------------------|----------|
| Cost of road..... | \$88,815 | Capital stock.....                       | \$72,000 |
| " equipment.....  | 665      | Current liabilities, accts. payable..... | 17,480   |
| Total.....        | \$89,480 | Total.....                               | \$89,480 |

OFFICERS.—Pres. W. Hinckle Smith, Sec. & Treas. S. H. Sargent.

DIRECTORS.—Geo. W. Norris, John S. Bioren, Philadelphia, Pa.; S. H. Hackett, Easton, Pa.; Samuel Harris, Allentown, Pa.

Date of information, Mar., 1903.

z

### OIL CITY.

Population in 1880, 7,315, in 1890, 10,932, in 1900 (local estimate), 14,200.

Citizens' Traction Co.

CAPITAL STOCK, issued, \$150,000.

| OPERATION.—Year ending June 30, |  | 1901.    | 1902.    |
|---------------------------------|--|----------|----------|
| Receipts from operation.....    |  | \$15,086 | \$50,455 |
| Operating expenses.....         |  | 20,645   | 42,291   |
| Earnings from operation.....    |  | *5,559   | 8,164    |
| Deductions from earnings.       |  |          |          |
| Taxes.....                      |  | 20       | 300      |
| Other expenses.....             |  | 150      |          |
| Net income.....                 |  | *5,829   | 7,864    |
| Total surplus.....              |  |          | 2,135    |

\*Deficit.

#### OPERATING EXPENSES.

| Year ending June 30, 1902.             |         |          |
|----------------------------------------|---------|----------|
| General expenses.....                  |         | \$ 3,005 |
| Transportation expenses.....           |         | 30,228   |
| Maintenance of way and structures..... |         | 2,865    |
| " of equipment.....                    |         | 6,193    |
| Total.....                             |         | \$42,291 |
| Passengers carried.....                | 319,985 | 733,995  |

| BALANCE SHEET.—Dated June 30. |  | 1901.     | 1902.     |
|-------------------------------|--|-----------|-----------|
| ASSETS.                       |  |           |           |
| Cost of road.....             |  | \$120,258 | \$326,661 |
| Cost of equipment.....        |  | 52,397    | 99,409    |
| Cash.....                     |  |           | 2,516     |
| Open accounts.....            |  | 530       | 115,634   |
| Material and supplies.....    |  | 365       |           |
| Profit and loss.....          |  | 5,729     |           |
| Total.....                    |  | \$179,279 | \$544,220 |

| LIABILITIES.                   |  | 1901.     | 1902.     |
|--------------------------------|--|-----------|-----------|
| Capital stock.....             |  | \$150,000 | \$150,000 |
| Loans.....                     |  | 1,769     | 311,333   |
| Accounts payable.....          |  | 27,510    | 80,752    |
| Profit and loss (surplus)..... |  |           | 2,135     |
| Total.....                     |  | \$179,279 | \$544,220 |

PLANT AND EQUIPMENT.—Miles of track, 13.54; 17 cars.

OFFICERS.—Pres. D. J. Geary, V. Pres. Wm. Hasson, Sec. F. W. Bowen, Treas. Jas. Hasson, Gen. Supt. Jno. R. Fobes, all of Oil City, Pa.

DIRECTORS.—D. J. Geary, Wm. Hasson, P. C. Boyle, D. T. Borland, Oil City, Pa.; Joseph Seep, Titusville, Pa.

Date of information, Oct., 1902.

b

Oil City Street Railway Co.—Organized June 25, 1889. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, \$90,000.

FUNDED DEBT, authorized and issued, \$25,000.

OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....          | \$30,237 | \$34,611 | \$40,710 | \$43,241 | \$39,290 |
| Operating expenses.....      | 39,408   | 41,298   | 42,193   | 51,697   | 33,007   |
| Earnings from operation..... | *9,171   | *6,687   | *1,483   | *8,456   | 6,283    |
| Deductions from earnings.    |          |          |          |          |          |
| Taxes.....                   | 325      | 862      | 1,464    | 70       | 80       |
| Rentals.....                 |          | 2,055    | 1,304    | 1,548    |          |
| Int. on funded debt.....     |          |          |          | 1,500    | 1,500    |
| Net income.....              |          | *9,604   | *4,251   | *11,572  | 4,704    |
| *Deficit.....                |          |          |          |          |          |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,343 |
| Transportation expenses.....           | 23,592   |
| Maintenance of way and structures..... | 2,143    |
| " of equipment.....                    | 4,928    |
| Total.....                             | \$33,007 |
| Passengers carried.....                | 803,911  |

BALANCE SHEET.—Dated June 30,

| ASSETS.                      |  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|--|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....            |  | \$ 68,846 | \$ 68,846 | \$ 68,846 | \$ 90,862 | \$ 90,862 |
| Cost of equipment.....       |  | 28,991    | 29,534    | 38,101    | 48,178    | 48,178    |
| Other perm't invest's...     |  | 20,000    | 22,812    | 13,333    | 12,500    | 12,500    |
| Cash and current assets.     |  | 7,088     | 1,425     | 16,289    | 1,238     | 22,244    |
| Additions and betterments.   |  |           |           |           | 14,723    |           |
| Profit and loss (deficit)... |  | 18,883    | 20,488    | 32,740    | 44,315    | 39,611    |
| Total.....                   |  | \$143,808 | \$151,105 | \$169,309 | \$211,816 | \$213,396 |

| LIABILITIES.             |  | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------------|--|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       |  | \$ 90,000 | \$ 90,000 | \$ 90,000 | \$ 90,000 | \$ 90,000 |
| Funded debt.....         |  | 25,000    | 25,000    | 25,000    | 25,000    | 25,000    |
| Current liabilities..... |  | 28,808    | 36,105    | 54,309    |           |           |
| Accounts payable.....    |  |           |           |           | 22,667    | 22,667    |
| D. J. Geary.....         |  |           |           |           | 74,099    | 74,099    |
| Other liabilities.....   |  |           |           |           | 50        | 1,630     |
| Total.....               |  | \$143,808 | \$151,105 | \$169,309 | \$211,816 | \$213,396 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.58; gauge, 4 ft. 8½ in.; 57 lb. girder and T rail; 20 motor cars; Harrisburg Foundry engines, Curtis and West. motors, New Castle cars.

OFFICERS.—Pres. D. J. Geary, Sec. & Treas. W. B. Filson, Gen. Man. Jno. R. Fobes.

DIRECTORS.—D. J. Geary, D. T. Borland, Wm. Hasson, Jos. Seep, P. C. Boyle.

REFERENCE.—Parks, Vol. XVII, May 4, '01, p. 557.

Date of information, Oct., 1902.

b

Oil City Station Railway Co.—Chartered Sept. 12, 1895. This road is under construction.

CAPITAL STOCK, authorized \$90,000; issued, \$31,745.

PLANT AND EQUIPMENT.—Miles of track, 3.

OFFICERS.—Pres. D. J. Geary, Sec. & Treas. W. B. Filson.

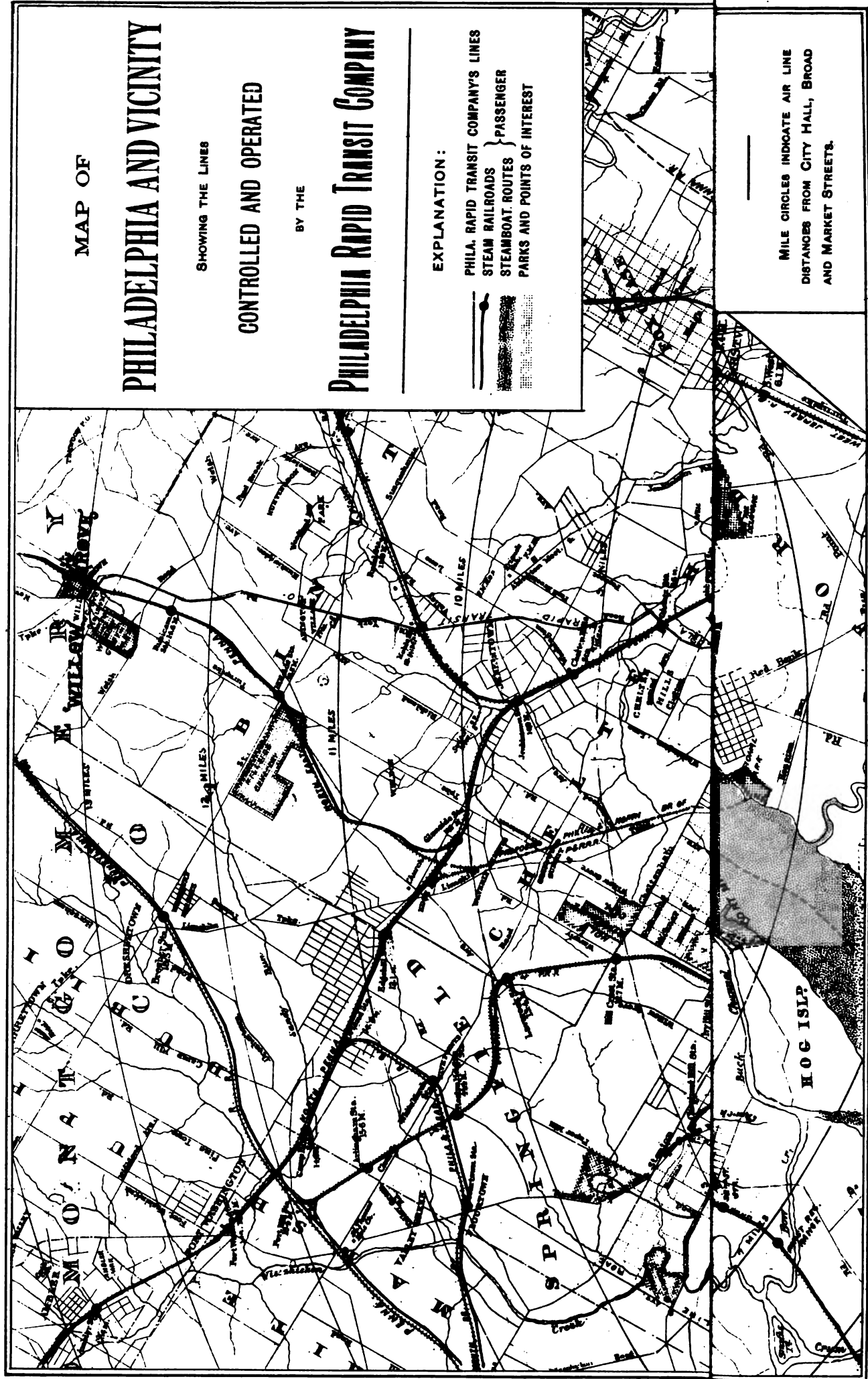
DIRECTORS.—D. J. Geary, D. T. Borland, Wm. Hasson, Joseph Seep, P. C. Boyle.

Date of information, Oct., 1902.

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Please note date of information at end of each report.





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PREPARED AND ENGRAVED FOR AMERICAN STREET RAILWAY INVESTMENTS BY G. WM. BAIST, PHILADELPHIA

## PHILADELPHIA.

Population in 1880, 847,170, in 1890, 1,046,964, in 1900, 1,293,697.

**Union Traction Co.**—Chartered Sept. 16, 1895, as a consolidation of the People's Traction Co., and the Electric Traction Co. This company leases for 999 years the rights, franchises and property of the Philadelphia Traction Co., at a net rental of 8 p. c. (\$4 per share) per annum, payable in gold, free of taxes, together with interest on the lessor's funded debt, direct and guaranteed, and the guaranteed dividends on the stocks of its leased corporations. On July 1, 1896, the Union Traction Co. leased the People's Traction Co. and the Electric Traction Co., for 998 years, at an annual rental equivalent to fixed charges, this change being made to simplify accounts. This company also leased the Lindley Avenue, Fisher's Lane & Frankford & Fairmount Ry. Co. on Jan. 1, 1901, for 990 years, and the Germantown & Fairmount Park Ry. Co. on June 15, 1901, for 990 years.

The Union Traction Co.'s system, which is operated by the Philadelphia Rapid Transit Co. comprises, through leases (direct or indirect), by ownership or by operating contracts the following street railway properties, with an aggregate mileage of 475 miles of track.

| PEOPLE'S TRACTION SYSTEM.                              | CAPITAL STOCK. |           | Funded Debt. |
|--------------------------------------------------------|----------------|-----------|--------------|
|                                                        | Issued.        | Paid in.  |              |
| Centennial Pass. Ry. Co.....                           | \$ 15,000      | \$ 15,000 | \$           |
| Cheltenham Ave. Pass. Ry. Co.....                      | 39,000         | 39,000    |              |
| Germantown Pass. Ry. Co.....                           | 1,500,000      | 572,860   | 67,500       |
| Girard Ave. Ry. Co.....                                | 5,000          | 5,000     |              |
| Green & Coates Sts. Phila. Pass. Ry. Co.               | 500,000        | 150,000   |              |
| Northern Pass. Ry. Co.....                             | 15,000         | 15,000    |              |
| People's Pass. Ry. Co.....                             | 2,250,000      | 740,965   | 765,000      |
| Philadelphia, Cheltenham & Jenkinson Pass. Ry. Co..... | 60,000         | 60,000    |              |
| <b>ELECTRIC TRACTION SYSTEM.</b>                       |                |           |              |
| Citizens' Clearfield & Cambria St. Ry. Co.....         | 6,000          | 6,000     |              |
| Citizens' East End St. Ry. Co.....                     | 15,000         | 15,000    |              |
| Citizens' Pass. Ry. Co.....                            | 500,000        | 192,500   |              |
| Frankford & Southwark Phila. City Pass. R. R. Co.....  | 1,875,000      | 1,875,000 | 282,100      |
| Lehigh Ave. R. R. Co.....                              | 1,000,000      | 600,000   |              |
| Second & Third Sts. Pass. Ry. Co..                     | 1,060,200      | 771,076   |              |

| PHILADELPHIA TRACTION SYSTEM.                        | CAPITAL STOCK. |            | Funded Debt. |
|------------------------------------------------------|----------------|------------|--------------|
|                                                      | Issued.        | Paid in.   |              |
| Philadelphia Traction Co.....                        | 20,000,000     | 20,000,000 | 759,000      |
| Catherine & Bainbridge Sts. Ry. Co.                  | 400,000        | 400,000    | 150,000      |
| Continental Pass. Ry. Co.....                        | 1,000,000      | 580,000    | 280,000      |
| Empire Pass. Ry. Co.....                             | 600,000        | 600,000    | 200,000      |
| Huntington St. Connecting Ry. Co.                    | 6,000          | 6,000      |              |
| Kessler St. Connecting Pass. Ry. Co.                 | 5,000          | 5,000      |              |
| Philadelphia City Pass. Ry. Co.....                  | 1,000,000      | 475,000    | 300,000      |
| Philadelphia & Darby Ry. Co.....                     | 200,000        | 200,000    | 100,000      |
| Phila. & Gray's Ferry Pass. Ry. Co.                  | 617,500        | 309,275    |              |
| Ridge Ave. Connecting Ry. Co.....                    | 6,000          | 6,000      |              |
| Ridge Ave. Pass. Ry. Co.....                         | 750,000        | 420,000    |              |
| Schuylkill River Pass. Ry. Co.....                   | 500,000        | 50,000     |              |
| Seventeenth & Nineteenth Sts. Pass. Ry. Co.....      | 500,000        | 250,000    | 100,000      |
| Thirteenth & Fifteenth Sts. Pass. Ry. Co.....        | 1,000,000      | 334,529    | 500,000      |
| Twenty-Second St. & Allegheny Ave. Pass. Ry. Co..... | 1,000,000      | 500,000    |              |
| Union Pass. Ry. Co.....                              | 1,500,000      | 925,000    | 750,000      |
| Walnut St. Connecting Pass. Ry. Co.                  | 50,000         | 50,000     |              |
| West Phila. Pass. Ry. Co.....                        | 750,000        | 750,000    | 996,000      |

| HESTONVILLE SYSTEM.                               | CAPITAL STOCK. |              | Funded Debt. |
|---------------------------------------------------|----------------|--------------|--------------|
|                                                   | Issued.        | Paid in.     |              |
| Hestonville, Mantua & Fairmount Pass. Ry. Co..... | 2,500,000      | 533,900      | 1,250,000    |
| Fairmount Park & Haddington Pass. Ry. Co.....     | 300,000        | 300,000      |              |
| Totals.....                                       | \$41,524,700   | \$31,752,105 | \$6,499,600  |

**Capital Stock**, authorized, \$30,000,000, issued, 600,000 shares, paid in \$10,500,000 (\$17.50 per share); par value, \$50 per share. Under the consolidation agreement the stockholders of the Electric Traction Co., the People's Traction Co. and the Philadelphia Traction Co. were privileged to subscribe to the stock of the Union Traction Co. in proportion to their several holdings.

**Funded Debt.**—The direct funded indebtedness of the Union Traction Co. is \$35,538,084, as follows:

4 p. c. collateral trust gold certificates, authorized, \$29,735,000; issued, \$29,730,114; dated Oct. 1, 1895, due 1945; denom. \$100 and \$1,000; int. payable, free of taxes, Apr. and Oct., at Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, \$5,810,000, issued, \$5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. \$1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

**Note.**—The certificates of 1945 are guaranteed, principal and interest, by the Union Traction Co., and are to be secured by the deposit as collateral of the entire capital stock of the Electric Traction Co. (purchased at \$85 per share for "full paid" stock and \$70 per share for "\$30 paid" stock) and the People's Traction Co. (purchased at \$76 per share, "\$30 paid in").

The certificates of 1943 are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14½ shares of stock for each \$1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon. On Feb. 1, 1903, and annually thereafter, it is agreed that \$25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

**Assumed Indebtedness.**—The funded indebtedness of the companies operated by the Union Traction Co., interest on which has to be met out of the latter's earnings from operation, is \$7,864,600 as per list above. For detailed description of the several bond issues, see the reports of the lessor companies.

**Operation.**—The following is a combination operating report of the People's Passenger Ry. Co., the Electric Traction Co., the Philadelphia Traction Co., the Hestonville, Mantua & Fairmount Passenger Ry. Co. and the Cheltenham Avenue Ry. Co., with all the properties under their control for the year ending June 30.

|                                              | 1899.        | 1900.        | 1901.        | 1902.        |
|----------------------------------------------|--------------|--------------|--------------|--------------|
| Receipts from pass. ...                      | \$11,793,857 | \$12,996,291 | \$13,269,465 | \$14,006,915 |
| " other sources .....                        | 242,409      | 253,528      | 162,215      | 111,243      |
| " total .....                                | 12,036,266   | 13,249,819   | 13,431,680   | 14,118,158   |
| Operating expenses...                        | 4,793,366    | 5,624,898    | 5,836,185    | 6,402,338    |
| Earnings from oper. ...                      | 7,242,900    | 7,624,921    | 7,595,495    | 7,715,820    |
| Deductions from earnings.                    |              |              |              |              |
| Licenses and taxes..                         | 991,101      | 1,023,266    | 1,029,963    | 903,842      |
| Interest .....                               |              |              |              | 342,235      |
| Rentals .....                                | 5,634,725    | 5,663,634    | 5,704,265    | 5,344,550    |
| Other expenses ...                           |              |              |              | 47,155       |
| Net income .....                             | 617,073      | 938,021      | 861,266      | 1,078,039    |
| Total surplus .....                          |              |              |              | 3,097,429    |
| Per cent. op. expenses to gross receipts.... | 39.8         | 42.5         | 43.4         | 45.3         |
| *Deficit.                                    |              |              |              |              |

| OPERATING EXPENSES.                   |  | 1901.       | 1902.       |
|---------------------------------------|--|-------------|-------------|
| Year ending June 30,                  |  |             |             |
| General expenses.....                 |  | \$ 964,993  | \$1,063,034 |
| Transportation expenses.....          |  | 3,479,842   | 3,735,666   |
| Maintenance of way and buildings..... |  | 696,375     | 790,909     |
| " " equipment.....                    |  | 694,975     | 812,729     |
| Total.....                            |  | \$5,836,185 | \$6,402,338 |

| STATISTICS OF TRAFFIC.           |  | 1901.       | 1902.       |
|----------------------------------|--|-------------|-------------|
| Year ending June 30,             |  |             |             |
| Passengers carried.....          |  | 302,225,286 | 325,801,963 |
| Car miles run.....               |  | 57,534,235  | 59,375,543  |
| Total receipts per car mile..... |  | \$ .230     | \$ .236     |
| Operating expenses.....          |  | .101        | .108        |

| Balance Sheet.—Dated June 30, |  | 1899.        | 1900.        | 1901.        | 1902.        |
|-------------------------------|--|--------------|--------------|--------------|--------------|
| <b>ASSETS.</b>                |  |              |              |              |              |
| Cost of road.....             |  | \$2,075,971  | \$3,227,232  | \$3,847,868  | \$2,281,101  |
| Cost of equipment...          |  |              |              |              | 3,155,871    |
| Stock of other Co.'s.         |  | 5,443,352    | 5,516,758    | 5,584,091    | 5,225,703    |
| Bonds of other Co.'s.         |  |              |              |              |              |
| Real Estate.....              |  | 325,643      | 398,586      | 432,274      |              |
| Cash on hand.....             |  | 946,697      | 216,582      | 194,608      | 230,464      |
| Bills receivable.....         |  | 218,517      | 36,519       | 27,273       | 30,427       |
| Due by agents.....            |  | 19,900       | 20,000       | 20,000       |              |
| Mat. and sup. on hd..         |  | 135,824      | 277,286      | 190,709      | 259,939      |
| Franchise account....         |  | 90,424       | 90,249       | 90,249       |              |
| Adv'd to leased lines.        |  | 5,256,423    | 5,556,839    | 5,880,573    | 6,659,555    |
| Fire insurance fund..         |  | 242,995      | 242,995      | 242,995      | 242,995      |
| Total.....                    |  | \$14,755,571 | \$15,583,046 | \$16,510,641 | \$18,086,055 |

| LIABILITIES.                                                    |  | 1899.        | 1900.        | 1901.        | 1902.        |
|-----------------------------------------------------------------|--|--------------|--------------|--------------|--------------|
| Capital stock.....                                              |  | \$10,499,230 | \$10,499,913 | \$10,499,913 | \$10,500,000 |
| Fxd. chgs. & taxes acc.                                         |  | 1,859,406    | 1,331,693    | 1,450,204    | 1,332,496    |
| Accounts payable....                                            |  | 116,909      | 140,702      | 111,466      | 204,192      |
| Sundries.....                                                   |  | 245,301      | 231,390      |              | 31,418       |
| Main. accts. accrued..                                          |  |              | 274,255      | 382,265      |              |
| Accrued insurances...                                           |  | 17,762       | 13,305       | 12,400       |              |
| Open accounts.....                                              |  | 1,333,773    | 1,731,474    | 800,000      | 2,920,520    |
| Open accts. due leased lines in 999 years, without interest.... |  |              |              | 1,004,102    |              |
| Deposits of underlying companies .....                          |  |              |              | 215,791      |              |
| Trustee accounts.....                                           |  |              |              | 120          |              |
| Profit and loss (surp.).                                        |  | 683,190      | 1,360,314    | 2,034,381    | 3,097,429    |
| Total.....                                                      |  | \$14,755,571 | \$15,583,046 | \$16,510,641 | \$18,086,055 |

**Plant and Equipment.**—Miles of track (electric), 475; 3,205 motor cars.

Please note date of information at end of each report.



**Officers.**—Pres. John B. Parsons, 1st V. Pres. Geo. D. Widener, 2nd V. Pres. & Gen. Man. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge, Asst. Sec. & Treas. John B. Peddle, Comptroller Alex. Renick, Gen. Supt. Walter Ellis, Supt. of Transportation James Bricker, Ch. Engr. W. S. Twining, Elecns. F. H. Lincoln, C. Hewitt.

**Directors.**—J. J. Sullivan, Geo. D. Widener, Peter A. B. Widener, Wm. H. Sheldermine, Geo. H. Earle, Jr., A. M. Fox, John B. Parsons, Wm. L. Elkins, John M. Mack, Geo. W. Elkins, Alex. Balfour, Charles O. Kruger, all of Philadelphia, Pa.

**General Office,** Eighth and Dauphin Sts.

**References.**—Operating detail, Vol. XIII, May, '97, p. 293 (ill.); change in organization, Vol. XIII, Sept., '97, p. 556; sale of stock, Vol. XIII, Dec., '97, p. 870; roadway department, Vol. XV, Feb., '99, p. 83 (ill.); electrical and repair shop practice, Vol. XV, Jan., '99, p. 21 (ill.); splicing cars, Vol. XV, Sept., '99, p. 571 (ill.); notes on system, Vol. XVII, Mar. 6, '01, p. 420 (ill.); description of park, Vol. XVII, June 1, '01, p. 662; claim department work, Vol. XVIII, July 27, '01, p. 103; printing office, Vol. XVIII, Aug. 17, '01, p. 188 (ill.); waiting pavilion, Vol. XIX, Jan. 25, '02, p. 100 (ill.); operating detail, Vol. XIX, Mar. 1, '02, p. 247 (ill.); grooved rail, Vol. XX, July 5, '02, p. 20 (ill.); annual report, Vol. XX, Aug. 2, '02, p. 183; description of system, Vol. XXI, Mar. 28, '03, p. 472, Apr. 4, '03, p. 502, Apr. 11, '03, p. 555.

Date of information, Mar., 1903. z

For map of system see inset between pages 245 and 246.

**Philadelphia Rapid Transit Co.**—This company was incorporated in 1902 to succeed the Union Traction Co. and the charter-holding companies. The company has leased the property and franchises of the Union Traction Co. for a period of 999 years from July 1, 1902, and has acquired the rapid transit franchises recently granted in Philadelphia, which give to the company the right to operate cars on all streets not already occupied by the Union Traction Co., and authorize the construction of a subway and elevated railroad on Market St. and the laying of rails on Broad St. By the terms of the lease of the Union Traction Co., that company pays a rental of \$1.50 per share per annum for the first two years, \$2 per share per annum for the next two years; \$2.50 per share per annum for the next two years and \$3 per share thereafter.

**CAPITAL STOCK,** \$30,000,000.

**FUNDED DEBT.**—\$1,500,000.

**OFFICERS.**—Pres. John B. Parsons, 1st V. Pres. Geo. D. Widener 2nd V. Pres. Chas. O. Kruger.

**GENERAL OFFICE,** Eighth & Dauphin Sts., Philadelphia.

Date of information, Mar., 1903. z

#### LEASED LINES.

**Catharine & Bainbridge Streets Railway Co. of the City of Philadelphia.**—Chartered May 14, 1889. Annual meeting second Monday in Jan.

**Leased** to the Philadelphia Traction Co., on Mar. 1, 1890, for 99 years. On Sept. 24, 1895, the lease was amended to run for 999 years from Mar., 30, 1890, at an annual rental equivalent to the interest on the lessor's funded debt. This road is now operated by the Philadelphia Rapid Transit Co.

**Capital Stock,** authorized and issued, \$400,000, par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$150,000; coupon, but may be registered; dated Apr. 1, 1890, due 1920; denom. \$1,000; int. payable Apr. and Oct., at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

**Officers.**—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

**Directors.**—Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Jno. B. Parsons, John M. Mack.

Date of information, Mar., 1903. z

**The Centennial Passenger Railway Co.**—Chartered, May 20, 1889. Annual meeting second Monday in Jan.

**Leased,** on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 21, 1893. This road is now operated by the Philadelphia Rapid Transit Co.

**Capital Stock,** authorized, \$15,000, paid in, \$15,000.

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Sheldermine.

Date of information, Mar., 1903. z

**Cheltenham Avenue Passenger Railway Co.**—Chartered May 20, 1889. Annual meeting second Monday in Jan.

**Leased,** on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 1, 1895. On July 1, 1896, this road was leased to the Union Traction Co. (now Philadelphia Rapid Transit Co.) at a guaranteed dividend of 6 p. c. on the par value of the capital stock actually issued.

**Capital Stock,** authorized, \$78,000, issued, \$39,000; par value, \$50 per share.

**Operation.**—Included in report of the People's Passenger Ry. Co. (which see).

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Sheldermine.

Date of information, Mar., 1903. z

**Citizens' Clearfield & Cambria Street Railway Co.**—Chartered May 10, 1894. This road was constructed in 1895 by the Electric Traction Co.

**Leased,** on July 1, 1896, to the Union Traction Co. (now Philadelphia Rapid Transit Co.) for 999 years at an annual rental of 6 p. c. upon the capital stock actually issued.

**Capital Stock,** issued, \$6,000.

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Sheldermine, Alfred Smith.

Date of information, Mar., 1903. z

**Citizens' East End Street Railway Co.**—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co.

**Leased,** on July 1, 1896, to the United Traction Co., for 999 years at a guaranteed dividend of 6 p. c. per annum upon the capital stock actually issued.

**Capital Stock,** issued, \$15,000, paid in, \$15,000.

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Sheldermine, Alfred Smith, Thos. Dolan.

Date of information, Mar., 1903. z

**Citizens' Passenger Railway Co.**—Chartered Mar. 25, 1858. Annual meeting second Monday in Jan.

**Capital Stock,** authorized and issued, \$500,000, paid in, \$192,500; par value, \$50 per share. Dividends payable quarterly, Jan., Apr., July, Oct.

**Leased,** on August 17, 1893, to the Electric Traction Co. (originally, on April 1, 1892, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years at an annual rental running from \$115,000 in 1893 to \$140,000 in 1899 and thereafter.

This lease is now assigned to the Philadelphia Rapid Transit Co.

**Officers.**—Pres. Chas. S. Ellis, Sec. & Treas. Wm. F. King.

**Directors.**—Richard M. Hartley, Frank H. Ellis, Jno. H. Sloan, Jno. McCarthy, I. P. Strittmatter.

Date of information, Mar., 1903. z

**The Continental Passenger Railway Co.**—Chartered Sept. 3, 1873. Annual meeting second Monday in Jan.

**Leased,** on Jan. 1, 1880, to the Union Passenger Ry. Co. for 99 years, at a rental equivalent to fixed charges and a dividend of 12 p. c. on capital stock (\$6 per share, \$120,000 per annum); now controlled by the Philadelphia Traction Co., and operated by the Philadelphia Rapid Transit Co.

This company leased the Seventeenth & Nineteenth Streets Passenger Ry. Co. on July 1, 1879, for 99 years.

**Capital Stock,** authorized and issued, \$1,000,000, paid in, \$580,000 (\$29 per share); par value, \$50 per share. Dividends 12 p. c., payable Jan. and July.

**Funded Debt.**—First mortgage 6 p. c. coupon bonds, authorized, \$350,000; issued, \$280,000; dated June 30, 1879, due July 1, 1909; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Land Title & Trust Co.; trustees of mortgage, Wm. Elliot and Wm. H. Kern.

**Note.**—The first mortgage bonds may be drawn at the rate of \$20,000 per annum, after June 30, 1884.

Foreclosure proceedings may be instituted by holders of \$1,000 in bonds upon default of principal or interest.

**Officers.**—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

**Directors.**—P. A. B. Widener, Geo. D. Widener, Clay Kemble, Wm. J. Elliott, Geo. W. Elkins.

Date of information, Mar., 1903. z

**The Electric Traction Co. of Philadelphia.**—Chartered May 8, 1893. Annual meeting in Oct.

The company owns 10,001 shares of the capital stock of the Omnibus Co. General (now dissolved) and 10,100 shares of the capital stock of the Lehigh Avenue Ry. Co. It controls by original and assigned leases the Frankford & Southwark Philadelphia City Pass. R. Co. (including Lombard & South Street Pass. Ry. Co., not now in existence), Citizens' Pass. Ry. Co., Second & Third Streets Pass. Ry. Co. The company has constructed and operates the lines of the Citizens' East End Street Ry. Co. and the Citizens' Clearfield & Cambria

Street Ry. Co. It has also done some preliminary work for the Citizens' North End Street Ry. Co. and the Brown & Parrish Street Ry. Co.

For details of capitalization and terms of leases, etc., see report of the Union Traction Co.

**Lease.**—This system, including all the lines named above, was leased to the Union Traction Co., on July 1, 1896, for 998 years and 3 months. The Union Traction Co. (now Philadelphia Rapid Transit Co.) had previously (on Oct. 1, 1895) purchased a large controlling interest in the capital stock of this company, exchanging therefor its own trust certificates. (See Union Traction Co.)

**Capital Stock,** authorized, \$8,750,000 (by vote of stockholders), issued, \$8,297,920; par value, \$50 per share. (See note above.)

**Funded Debt.**—The company has no direct funded indebtedness, but has assumed the outstanding bonds of other companies to the amount of \$282,100.

**Operation.**—(See Union Traction Co.)

**Officers.**—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

**Directors.**—Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alex. M. Fox, John M. Mack, Chas. E. Ellis, Jas. H. Gay, M. W. Lipper, Horace T. Potts, Jno. L. Clawson, Michael Murphy.

**References.**—Description of road, Vol. X, Jan., '94, p. 9 (ill.); Vol. X, Oct., '94, p. 607 (ill); description of cars, Vol. X, May, '94, p. 289 (ill); description of road, Vol. XI, June, '95, p. 393 (ill); description of South St. power station, Vol. XI, Oct., '95, p. 655 (ill); description of repair shop, Vol. XI, Dec., '95, p. 787 (ill.).

Date of information, Mar., 1903. z

**Empire Passenger Railway Co.**—Chartered Feb. 10, 1868. Annual meeting first Monday in Jan.

**Leased** to Philadelphia Traction Co. (originally to the Citizens' Pass. Ry. Co. and Seventeenth & Nineteenth Streets Pass. Ry. Co., jointly, on Dec. 26, 1873), and now operated by the Philadelphia Rapid Transit Co.

**Capital Stock,** authorized and issued, \$600,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 3½ p. c. coupon bonds, authorized and issued, \$200,000; dated July 1, 1900, due July 1, 1930; denom. \$500; int. payable Jan. and July, at office of Land Title & Trust Co., trustee of mortgage.

**Officers.**—Pres. Geo. D. Widener, Sec. & Treas. Alex. Rennick.

**Directors.**—Wm. L. Elkins, P. A. B. Widener, Geo. D. Widener, J. B. Parsons, John M. Mack.

Date of information, Mar., 1903. z

**Fairmount Park & Haddington Passenger Railway Co.**—Chartered July 28, 1892.

**Leased** to the Hestonville, Mantua & Fairmount Passenger Ry. Co. May 6, 1895, for the term of 999 years, at a guaranteed rental of 6 p. c. on the capital stock of the company. Operated by Union Traction Co. under this lease, since Jan. 27, 1898.

**Capital Stock,** \$300,000.

**Funded Debt.**—None.

**Officers.**—Pres. Isaac Blum, V. Pres. Geo. D. McCreary, Sec. & Treas. W. P. Sinnett.

**Directors.**—Isaac Blum, Samuel Y. Hebner, Geo. D. McCreary, Simon J. Martin, J. R. Foulke, Martin V. Burton.

**General Office,** 1107 Market St., Philadelphia.

Date of information, Mar., 1903. z

**Frankford & Fairmount Railway Co.**—Chartered July 7, 1899, and leased to Philadelphia Rapid Transit Co. on Jan. 1, 1901.

**Capital Stock,** authorized, \$78,000; issued, \$7,800.

**Funded Debt.**—None.

**Officers.**—Pres. John B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—Alex. M. Fox, J. J. Sullivan, Geo. D. Widener, Wm. H. Shelmerdine, Geo. W. Elkins.

Date of information, Mar., 1903. z

**Frankford & Southwark Philadelphia City Passenger Railroad Co.**—Chartered Apr. 4, 1854, under the name of the Philadelphia & Delaware River R. R. Co. Title changed by act of Assembly, Apr. 9, 1858. In Apr., 1892, this company leased the Citizens' Passenger Ry. Co.; in Jan., 1893, it leased the Second & Third Streets Passenger Ry. Co.; and in Apr., 1893, it acquired, by exchange of stock, the Lombard & South Street Passenger Ry. Co. Annual meeting second Monday in Jan.

**Leased,** with all constituent companies, on July 1, 1893, for 999 years to the Electric Traction Co. for \$2,500 per annum, for organization expenses, and an annual rental running from \$450,000 in 1894 to \$600,000 in 1901 and \$675,000 in 1903 and thereafter.

This lease is now assigned to the Philadelphia Rapid Transit Co.

**Capital Stock,** authorized and issued, \$1,875,000; par value, \$50 per share. Dividends payable quarterly, Jan., Apr., July and Oct., at company's office.

**Funded Debt**—Lombard & South Street Pass. R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, \$150,000; dated Nov. 11, 1881, due Dec. 1, 1901; reissued for 50 years from Dec. 1, 1901, at 3½ p. c., no redemption clause; denom. \$500 and \$1,000; int. (free of tax), payable June and Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

West End Pass. Ry. Co.'s first mortgage 7 p. c. coupon bonds, authorized, \$150,000, outstanding, \$132,100; dated Oct. 1, 1875, due 1905; denom. \$100 and \$500; int. payable Apr. and Oct., at office of Real Estate Title & Trust Co., Philadelphia; trustee of mortgage, Philadelphia Trust, Safe Deposit & Insurance Co.

**Note.**—Foreclosure proceedings may be instituted on the L. & S. first mortgage bonds at the request of the holders of one-third of the amount outstanding.

**Officers.**—Pres. J. J. Sullivan, Sec. & Treas. R. C. Brewster.

**Directors.**—Alfred P. Smith, John L. Clawson, Edgar Fries, Geo. S. Gandy, Alex. M. Fox, Jas. H. Gay, Chas. E. Ellis, M. W. Lipper, F. Weckerly, H. T. Potts, Jas. F. Sullivan, Jno. H. Noblit.

Date of information, Mar., 1903. z

**Germantown & Fairmount Park Railway Co.**—Chartered Feb. 18, 1898. Leased to Philadelphia Rapid Transit Co. June 15, 1901.

**Capital Stock,** \$8,000.

**Officers.**—Pres. Chas. O. Kruger, V. Pres. Alex. Rennick, Sec. & Treas. R. B. Selfridge.

**Directors.**—Chas. O. Kruger, C. P. Weaver, R. B. Selfridge, James Bricker, J. D. Hiestand, Thos. B. Foot, W. L. Maize, Alex. Rennick.

Date of information, Mar., 1903. z

**Germantown Passenger Railway Co.**—This is a consolidation, on Feb. 15, 1866, of the Fairmount Park & Delaware River Pass. Ry. Co. (originally incorporated as the Richmond & Schuylkill River Pass. Ry. Co.) and the Germantown Pass. Ry. Co. Annual meeting second Monday in June.

**Leased,** on Oct. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 9 p. c. on the capital stock issued (\$4.50 per share, \$135,000 per annum). By a new agreement made Dec. 1, 1893, the dividend was to be increased on Jan. 1, 1895, to \$4.75 per share, on Jan., 1896, to \$5.00 per share, and on Jan. 1, 1897, and thereafter to \$5.25 per share (\$157,500 per annum.) It is understood that the lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock,** authorized and issued, \$1,500,000; paid in \$572,860; (\$15 per share on 20,000 shares and \$35 per share on 10,000 shares); par value, \$50 per share. Dividends payable quarterly in Jan., Apr., July and Oct.

**Funded Debt.**—Fairmount Park & Delaware River Pass. Ry. Co.'s first mortgage 5 p. c. registered bonds, authorized, \$100,000; outstanding, \$67,500; dated Oct. 22, 1864, due Dec. 1, 1884, but extended to June 1, 1904; denom. \$500; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co.; trustees of mortgage, Pearson S. Peterson and David Stuart.

**Note.**—The first mortgage bonds are a lien upon the line on Girard Ave. running east to Frankford Ave., and returning west to Schuylkill River, being that portion of the present system originally owned by the Fairmount Park & Delaware River Pass. Ry. Co.

Foreclosure proceedings may be instituted at the request of holders of \$20,000 in bonds for default in principal or interest. The first and second mortgage bonds are subject to taxation.

**Officers.**—Pres. Martin V. Burton, Sec. Jos. E. Borden, Treas. H. J. Delaney.

**Directors.**—M. V. Burton, M. Siedenbach, H. Siedenbach, C. B. Moore, Wm. Dulles, Joseph Koch.

Date of information, Mar., 1903. z

**Girard Avenue Railway Co.**—Chartered May 17, 1894. Annual meeting second Monday in Jan.

**Leased,** on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from May 30, 1895. On July 1, 1896, this road was leased to the Philadelphia Rapid Transit Co., at a guaranteed dividend of 6 p. c. on the capital stock actually issued.

**Capital Stock,** authorized and issued, \$5,000.

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—Geo. W. Elkins, J. B. Parsons, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

**General Office,** 8th and Dauphin Sts., Philadelphia.

Date of information, Mar., 1903. z

**Green & Coates Streets Philadelphia Passenger Railway Co.**—Chartered Apr. 21, 1858. Annual meeting second Monday in Jan.

**Leased,** on Sept. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 12 p. c. per annum on the capital stock (\$6 per share, \$60,000 per annum).

Please note date of Information at end of each report.

It is understood that the lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$500,000, paid in, \$150,000; par value, \$50 per share. Dividends 12 p. c., payable Jan., Apr., July and Oct. by Real Estate Title, Insurance & Trust Co.

**Funded Debt**.—The funded debt of this company consisted of first mortgage 6 p. c. bonds, authorized and issued, \$100,000; due July 15, 1898. The bonds were paid on that date and the mortgage cancelled.

**Officers**.—Pres. Moses A. Dropsie, Sec. & Treas. Lewis S. Renshaw.

**Directors**.—Gabriel E. Dropsie, Wm. Dulles, Jas. F. Sullivan, M. Siedenbach, H. Siedenbach, Clarence B. Moore, Jos. Koch, M. V. Burton, B. F. Hart, W. H. Jarden, Jas. Buckman, Edgar Fries.

Date of information, Mar., 1903. z

**Hestonville, Mantua & Fairmount Passenger Railway Co.**—Chartered Apr. 6, 1859, in perpetuity. Annual meeting second Monday in Jan. On Dec. 10, 1864, the Fairmount & Arch Street Pass. Ry. Co., and on Jan. 1, 1865, the Fairmount Pass. Ry. Co. were consolidated with this company. The Fairmount Park & Haddington Passenger Ry. Co. is leased by this company.

**Leased** to the Philadelphia Rapid Transit Co. for 999 years from Jan. 1, 1898, at an annual rental of \$110,678, being 6 p. c. on preferred stock and 4 p. c. on common stock, payable semi-annually, Jan. and July, and \$3,000 for organization.

**Capital Stock**, authorized and issued, \$2,500,000; par value, \$50 per share.

6 p. c. preferred stock, \$533,900; par value, \$50 per share. Dividends payable Jan. and July. Preferred stock is entitled to share profits pro rata with common stock after 6 p. c. has been paid on both.

**Funded Debt**.—Consolidated mortgage gold bonds, authorized, \$1,250,000, issued, \$1,050,000 at 5 p. c., \$199,500 at 3½ p. c. dated May 1, 1894, due 1924; denom. \$500 and \$1,000; coupon, but may be registered; int. payable May and Nov., at office of Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Ground rents, \$22,367.

Foreclosure proceedings may be instituted upon the second mortgage upon request of holders of one-third outstanding bonds for default in principal or interest.

**Operation**.—Included in report of the Union Traction Co., (which see).

**Officers**.—Pres. John B. Parsons, V. Pres. W. H. Shelmerdine, Sec. & Treas. Chas. O. Kruger, Asst. Sec. & Asst. Treas. Thomas B. Foot.

**Directors**.—W. H. Shelmerdine, J. J. Sullivan, Joseph E. Widener, A. M. Fox, Jr., Geo. D. Widener.

**References**.—Description of road, Vol. X, Jan., '94, p. 10; Vol. X, Oct., '94, p. 606 (ill.); (brief) Vol. X, June, '94, p. 356; description of power plant, Vol. X, Nov., '94, p. 721 (ill.); increase in stock and bonds, Vol. X, Mar., '94, p. 275; annual report, Vol. X, Feb., '94, p. 146; description of power station record, Vol. XII, Apr., '96, p. 235; power station records, Vol. XIII, Sept. '97, p. 541; sale of stock, Vol. XIII, Dec. '97, p. 870; operating detail, Vol. XIV, Jan. '98, p. 13 (ill.).

Date of information, Mar., 1903. z

**Hillcrest Avenue Passenger Railway Co.**—Chartered Feb. 25, 1896. This road is operated by the Philadelphia Rapid Transit Co.

**Capital Stock**, \$10,000.

**Officers**.—Pres. John B. Parsons, Sec. Chas. O. Kruger.

**Directors**.—John B. Parsons, Geo. W. Elkins, Wm. H. Shelmerdine, J. J. Sullivan, Geo. D. Widener.

Date of information, Mar., 1903. z

**Huntingdon Street Connecting Passenger Railway Co.**—Chartered Feb. 15, 1894.

**Leased** to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, at an annual rental equivalent to all taxes and license fees the sum of \$250 and a dividend of 6 p. c. per annum on the capital stock actually issued. It is understood that this lease is now assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, paid in \$6,000.

**Officers**.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

**Directors**.—P. A. B. Widener, Wm. L. Elkins, Jno. B. Parsons, John M. Mack.

Date of information, Mar., 1903. z

**Kessler Street Connecting Passenger Railway Co.**—Chartered May 17, 1892. Annual meeting second Monday in Jan.

**Leased** to the Philadelphia Traction Co. (originally to the Union Pass. Ry. Co., on June 30, 1892, for 999 years). By the terms of the lease, the lessee is to pay fixed charges and an annual rental of \$300. It is understood that the lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$5,000, fully paid up.

**Officers**.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

**Directors**.—P. A. B. Widener, Wm. L. Elkins, John B. Parsons, John M. Mack.

Date of information, Mar., 1903. z

**The Lehigh Avenue Railway Co. of Philadelphia.**—Chartered Dec., 1873. Annual meeting second Monday in Jan. This company is controlled by the Philadelphia Rapid Transit Co., but is in independent operation. Operation by the trolley system commenced Nov. 11, 1894.

**Capital Stock**, authorized, \$1,000,000, paid in, \$600,000; par value, \$50 per share. Stock is registered by the Guarantee Trust Co.

**Officers**.—Pres. & Gen. Man. Jno. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors**.—Jeremiah J. Sullivan, George D. Widener, M. W. Lipper, Geo. W. Elkins, W. H. Shelmerdine.

Date of information, Mar., 1903. z

**Northern Passenger Railway Co.**—Chartered Sept. 29, 1890. Annual meeting second Monday in Jan.

**Leased** on June 22, 1896, to the People's Pass. Ry. Co., for 999 years, from July 8, 1892. This lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$15,000, paid in, \$15,000; par value, \$50 per share.

**Officers**.—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors**.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Mar., 1903. z

**People's Passenger Railway Co.**—Chartered Apr. 15, 1873. Annual meeting second Tuesday in Jan. This company leases the Germantown Passenger Ry. Co., the Green & Coates Streets Philadelphia Passenger Ry. Co., the Northern Passenger Ry. Co., the Centennial Passenger Ry. Co., the Girard Avenue Ry. Co., the Cheltenham Avenue Ry. Co. and the Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co. This company was formerly controlled by the People's Traction Co. through ownership of stock.

**Leased**, on July 1, 1896, to the Philadelphia Rapid Transit Co.

**Capital Stock**.—Common stock, authorized and issued, \$1,500,000, paid in, \$740,000; par value, \$25 per share. 58,415 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Preferred stock, authorized and issued, \$750,000, paid in, \$277,402; par value, \$25 per share. 23,000 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

**Funded Debt**.—First mortgage 7 p. c. coupon bonds, authorized and outstanding, \$234,000; dated Jan. 15, 1875, due 1905; denom. \$1,000; int. payable, Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustees of mortgage, Curwen Stoddart and Chas. E. Kreamer.

Second mortgage 5 p. c. coupon bonds, authorized, \$500,000, outstanding, \$285,000; dated July 15, 1881, due 1911; denom. \$1,000; int. (free of tax), payable Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia. These bonds are commonly called "first mortgage," having been so printed in expectation that the real first mortgage bonds above described would be retired, which has not been done, except in part.

Consolidated mortgage 5 p. c. coupon bonds, authorized, \$1,125,000, outstanding, \$246,000; dated Mar. 1, 1882, due 1912; denom. \$1,000; int. payable (free of tax) Mar. and Sept., at office of Real Estate Title & Trust Co., of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

**Note**.—The first, second and consolidated mortgage bonds are all liens upon the road, franchises and real estate owned or hereafter acquired. The consolidated mortgage, in addition, covers all leasehold interests, horses, machinery, rolling stock and other equipment, but not the stocks of the other companies owned.

Foreclosure proceedings may be instituted at the request of holders of six-tenths of the outstanding bonds.

**Operation**.—Included in report of Union Traction Co.

**Officers**.—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors**.—J. B. Parsons, G. W. Elkins, G. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

**References**.—Notes, Vol. VI, July, '90, p. 328; description of stables, Vol. VI, Aug., '90, p. 398.

Date of information, Mar., 1903. z

**The People's Traction Co. of Philadelphia.**—Chartered Mar. 6, 1893, in perpetuity. This company has been consolidated with the Union Traction Co. (by lease and surrender of stock). The company formerly owned 58,415 shares (out of 60,000 shares) of the common stock, and 23,000 shares (the entire issue out of 30,000 shares authorized) of the preferred stock of the People's Passenger Ry. Co. This stock has now been transferred to the Union Traction Co.

**Capital Stock**, authorized and issued, \$6,000,000; par value, \$30 per share. This stock has all been purchased by the Union Traction Co. at \$76 per share, and payment made in collateral trust certificates of the Union Traction Co. (which see).

**Funded Debt**.—People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, \$5,810,000; issued, \$5,807,970;

dated Apr. 15, 1893, due Feb. 1, 1943; denom. \$1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee. The payment of these certificates, principal and interest, has been assumed by the Union Traction Co. (which see).

**Note.**—The trust certificates are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14 $\frac{1}{2}$  shares of stock for each \$1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon.

On Feb. 1, 1903, and annually thereafter, it is agreed that \$25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

**References.**—Description of road, Vol. X, Jan., '94, p. 8 (ill.), Vol. XI, Jan., '95, p. 1 (ill.); description of power plant, Vol. XI; Souv., '95, p. 67 (ill.).

Date of information, Mar., 1903.

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**Philadelphia, Cheltenham & Jenkintown Passenger Railway Co.**—Chartered Aug. 9, 1892.

**Leased.** on June 22, 1896, to the People's Passenger Ry. Co., for 999 years, from Jan., 24, 1895. This lease has been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock.** authorized and issued, \$60,000, paid in, \$60,000.

**Officers.**—Pres. J. B. Parsons, V. Pres. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge.

**Directors.**—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Sheldermine, Alfred Smith, Thos. Dolan.

Date of information, Mar., 1903.

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**The Philadelphia City Passenger Railway Co.**—Chartered Apr. 9, 1859. Annual meeting second Monday in Jan. On Feb. 19, 1870, this company leased the property of the Philadelphia & Darby Ry. Co. for 999 years from Jan. 1, 1870, at an annual rental of \$8,000, together with fixed charges and \$50 per annum for organization expenses. This lease has now been assigned to the Philadelphia Rapid Transit Co. through the Philadelphia Traction Co.

**Leased.** on Jan. 1, 1884, to West Philadelphia Passenger Ry. Co. for 900 years, at a rental equivalent to interest on funded debt, \$2,500 per year for organization expenses, and a dividend of \$7.50 per share (\$150,000 per annum, since Jan., 1890). The company is now controlled by the Philadelphia Rapid Transit Co., through the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co.

**Capital Stock.** authorized and issued, \$1,000,000, paid up, \$475,000 (\$23.75 per share), par value, \$50 per share. Dividends 15 p. c., payable Jan. and July.

**Funded Debt.**—First mortgage 5 p. c. coupon bonds, authorized and issued, \$200,000; dated May 1, 1861, due 1881, but extended to Jan. 1, 1910; denom. \$500; int. payable Jan. and July, at People's Bank; trustee of mortgage, Charles Henry Fisher.

Debenture 7 p. c. registered bonds, authorized and issued, \$100,000; dated Mar. 1, 1875, due 1895; denom. \$500 and \$1,000; int. payable Mar. and Sept., at office of Philadelphia Traction Co.

**Note.**—Foreclosure proceedings may be instituted at request of holders of \$100,000 in bonds upon default in principal or interest.

**Officers.**—Pres. Wm. W. Colket, Sec. & Treas. T. W. Pennypacker.

**Directors.**—W. S. Wilson, Wm. Cochran, Jno. M. Chestnut, S. Davis Walton, Jno. A. Brown, Jr., Wm. West.

**General Office.** 202 Walnut St., Philadelphia.

Date of information, Mar., 1903.

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**Philadelphia & Darby Railway Co.**—Chartered by reorganization May 2, 1881. Annual meeting second Monday in Jan.

**Leased** to the Philadelphia City Passenger Ry. Co., on Jan. 1, 1870, for 999 years, for a rental equivalent to fixed charges and a dividend of 4 p. c. (\$8,000 per annum) on capital stock. The company is now controlled by the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co., and is operated by the Philadelphia Rapid Transit Co.

**Capital Stock.** authorized and issued, \$200,000; par value, \$50 per share. Dividends 4 p. c. less state tax, payable Jan. and July.

**Funded Debt.**—First mortgage 4 p. c. coupon bonds, authorized and issued, \$100,000; dated May 1, 1867, due 1887, but extended to May 1, 1927; denom. \$500; int. payable May and Nov., at People's Bank; trustee of mortgage, John P. McFadden.

**Officers.**—Pres. Beauveau Borie, V. Pres. Josiah Kisterbock, Jr., Sec. & Treas. Wm. W. Colket.

**Directors.**—S. Davis Walton, Benj. S. Kunkle, Josiah Kisterbock, Jr., W. W. Colket, Wm. H. Pennypacker, Jno. Kisterbock.

Date of information, Mar., 1903.

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**Philadelphia & Gray's Ferry Passenger Railway Co.**—Chartered Apr. 9, 1858. Annual meeting third Tuesday in Jan. The Schuylkill River Passenger Ry. Co. has been consolidated with this company.

**Leased** to the Philadelphia Traction Co., on Jan. 1, 1891, for 999 years, at a rental equivalent to taxes, expenses and \$43,225 per annum until Jan., 1896, and \$49,400 thereafter, equivalent to 7 p. c. and 8 p. c. respectively on par value of stock issued. The lines of the company are now controlled by the Philadelphia Rapid Transit Co. by virtue of its lease of the Philadelphia Traction Co.

**Capital Stock.** authorized, \$1,000,000, issued, \$618,500, paid in, \$309,707; par value, \$50 per share. Dividends payable at office of Real Estate Title, Insurance & Trust Co., of Philadelphia.

**Officers.**—Pres. Edw. Hopkinson, Sec. & Treas. L. S. Renshaw.

**Directors.**—Richard Dale, S. W. Woodhouse, B. F. Hart, Steven-son Crothers, Isaac W. Jeanes, Wm. Dulles.

Date of information, Mar., 1903.

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**Philadelphia Traction Co.**—Chartered Aug. 22, 1883. Annual meeting last Tuesday in Nov.

The company owns the entire capital stock of the Catharine & Bainbridge Streets Ry. Co. and of the Seventeenth & Nineteenth Streets Passenger Ry. Co. together with 7,500 shares (out of 15,000 shares) of the capital stock of the West Philadelphia Passenger Ry. Co., 2,500 shares (out of 30,000 shares) of the capital stock of the Union Passenger Ry. Co. and 705 shares (out of 4,000 shares) of the capital stock of the Philadelphia & Darby Ry. Co. The company leases a large number of street railway properties in Philadelphia (see Union Traction Co. for details).

**Leased** in 1895, for 999 years, to the Union Traction Co. (now Philadelphia Rapid Transit Co.,) for a rental equivalent to fixed charges and 8 p. c. per annum (\$1,600,000) on the outstanding capital stock.

**Capital Stock.** authorized, \$30,000,000, issued and paid in, \$20,000,000, par value, \$50 per share. Dividends payable semi-annually, Apr. and Oct. Stock registered by the Pennsylvania Company for Insurance of Lives & Granting Annuities.

**Funded Debt.**—4 p. c. collateral trust gold coupon bonds, authorized, \$1,300,000, outstanding, \$736,000; dated Aug. 15, 1887, due 1917; denom. \$1,000; int. payable Feb. 15 and Aug. 15, at People's Bank; trustee, Pennsylvania Company for Insurance of Lives & Granting Annuities. Payment of these certificates, principal and interest, is assumed by the Union Traction Co.

**Note.**—The collateral trust bonds are secured by the deposit with the trustee of 7,500 shares (\$375,000) of the capital stock of the West Philadelphia Pass. Ry. Co. and 2,500 shares (\$125,000) of the capital stock of the Union Pass. Ry. Co. By the conditions of the trust deed, the Traction Co. pays to the trustee \$78,000 per annum, out of which interest on the outstanding bonds is paid, and the balance is passed by the trustee to a sinking fund to be used in the purchase of bonds for cancellation. Bonds may be drawn for sinking fund at 105 and interest. The trustee is to release 400 shares of the West Philadelphia stock and 125 shares of the Union stock for each \$100,000 of bonds redeemed.

Upon default in principal or interest of the collateral trust bonds, the trustee may sell the collateral at the request of the holders of one-sixth of the outstanding bonds.

**Assumed Indebtedness.**—See Union Traction Co.

**Operation.**—Included in report of the Union Traction Co., (which see).

**Officers.**—Pres. Geo. D. Widener, V. Pres. Wm. L. Elkins, Sec. & Treas. Jno. B. Peddle.

**Directors.**—P. A. B. Widener, Wm. L. Elkins, Geo. W. Elkins, Jno. B. Parsons, Jas. B. Altemus, John M. Mack.

**References.**—Description of road, Vol. X, June, '94, p. 354 (ill.); Vol. X, Jan., '94, p. 1 (ill.); Vol. X, June, '94, p. 534; Vol. X, Oct., '94, p. 605 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. IX, Nov., '93, p. 777; annual report, Vol. IX, Jan., '93, p. 65; annual report, Vol. X, Jan., '94, p. 78; description of new car, Vol. IX, Feb., '93, p. 79 (ill.); description of heaters, Vol. X, Aug., '94, p. 493 (ill.); notes, Vol. VI, July, '90, p. 327 (ill.).

Date of information, Mar., 1903.

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**Ridge Avenue Connecting Railway Co.**—Chartered Sept. 6, 1892. Annual meeting second Monday in Jan.

**Leased.** Aug. 7, 1895, to the Philadelphia Traction Co., for 999 years from Oct. 1, 1895, at a rental equivalent to fixed charges, the sum of \$250 per annum and a dividend of 6 p. c. on the capital stock actually issued. It is understood that this lease has been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock.** authorized and issued, \$6,000, fully paid up.

**Officers.**—Pres. G. D. Widener, Treas. J. B. Peddle.

**Directors.**—P. A. B. Widener, W. L. Elkins, John B. Parsons, John M. Mack.

Date of information, Mar., 1903.

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**The Ridge Avenue Passenger Railway Co.**—Chartered Mar. 8, 1872. Annual meeting second Monday in Jan. This is a consolidation of the Girard College Passenger Ry. Co. and the Ridge Avenue & Manayunk Passenger Ry. Co.

**Leased.** on Sept. 1, 1892, to the Philadelphia Traction Co. for 999 years, at a rental of \$10 per share from Sept., 1892, to 1895, and \$12 per share thereafter, and now operated by the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$750,000, paid in, \$420,000 (\$28 per share); par value, \$50 per share. Dividends 24 p. c., payable quarterly, Jan., Apr., July and Oct.

**Officers.**—Pres. W. S. Blight, Sec. & Treas. E. Spencer Blight.

**Directors.**—W. S. Grant, L. A. Biddle, Henry Norris, R. A. S. Penrose, Chas. B. Penrose.

Date of information, Mar., 1903. z

**Second & Third Street Passenger Railway Co.**—Chartered Apr. 10, 1858. Annual meeting second Monday in Jan.

**Leased** to the Electric Traction Co. (originally, on Jan. 1, 1893, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 99 years, at an annual rental of \$2,250, and annual payments running from \$180,234 in 1893 to \$254,448 in 1902 and thereafter. This lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$1,060,200, paid in, \$771,076; par value, \$50 per share; dividends payable quarterly, Jan., Apr., July and Oct.

**Officers.**—Pres. Horace T. Potts, Sec. & Treas. Chas. D. Matlack.

**Directors.**—Alex. M. Fox, Alex. L. Crawford, Wm. Duller, Samuel Freeman, Wm. G. Fox, J. H. Catherwood, Jno. Lamon, H. T. Potts, Jno. L. Clawson, Thos. J. Rose, Chas. F. Thatcher, Wm. M. Fox.

Date of information, Mar., 1903. z

**Seventeenth & Nineteenth Streets Passenger Railway Co.**—Chartered Apr. 12, 1859. Annual meeting second Monday in Jan.

**Leased** to the Philadelphia Traction Co. (originally on July 1, 1879, to the Continental Passenger Ry. Co., and later, to the Union Passenger Ry. Co.). Now operated by the Philadelphia Rapid Transit Co. Lessee pays a rental of \$15,000 per annum and all indebtedness.

**Capital Stock**, authorized and issued, \$500,000, paid in, \$250,000 (\$25 per share); par value, \$50 per share. Dividends payable Jan. and July. The entire capital stock is owned by the Philadelphia Traction Co.

**Funded Debt.**—First mortgage 5 p. c. coupon bonds, authorized and issued, \$100,000; dated July 1, 1876, due 1906, but extended till 1910; denom. \$500; int. since 1889, payable Jan. and July, at People's Bank; trustees of mortgage, Jas. N. Watson and David R. Garrison.

**Note.**—The first mortgage covers all corporate franchises and property, except properties at northeast corner of 19th and Master Sts. and southeast corner of 12th St. and Montgomery Ave.

**Officers.**—Pres. C. Kemble, Treas. Jno. B. Peddle.

**Directors.**—Geo. W. Elkins, Geo. D. Widener, Jno. B. Parsons, Jos. B. Altemus, John M. Mack.

Date of information, Mar., 1903. z

**Thirteenth & Fifteenth Streets Passenger Railway Co.**—Chartered, Apr. 8, 1859. Annual meeting second Monday in Jan.

**Leased** to Philadelphia Traction Co. on Jan. 1, 1892. Lessee is to pay a rental equivalent to fixed charges, \$1,200 per annum, and the annual payments running from \$180,000 in 1892, to \$240,000 in 1900 and thereafter. This lease has now been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$1,000,000, paid in, \$334,529; par value, \$50 per share. Dividends payable June and Dec.

**Funded Debt.**—First mortgage 7 p. c. coupon bonds, authorized and issued, \$100,000; due Oct. 1, 1903; denom. \$500; int. payable Apr. and Oct., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Consolidated mortgage 5 p. c. coupon bonds, authorized \$500,000, issued, \$400,000; in escrow to retire the first mortgage bonds, \$100,000; dated Jan. 1, 1894; due 1931; int. payable (free of taxes), Jan. and July, at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Philadelphia Traction Co.

Real estate mortgages, \$90,000.

**Officers.**—Pres. B. S. Kunkle, Sec. & Treas. Jas. P. Richardson.

**Directors.**—Geo. W. Hall, B. F. Hart, Jno. C. Bingham, Travis Cochran, Charles E. Heed.

Date of information, Mar., 1903. z

**Twenty-Second Street & Allegheny Avenue Passenger Railway Co.**—Chartered May 28, 1890. Annual meeting second Monday in Jan.

**Leased**, Dec. 5, 1894, to the Philadelphia Traction Co. for 99 years, from Mar. 1, 1894. Lease amended Sept. 24, 1895, so as to run 99 years. By the terms of the lease the lessee company is to pay a rental equivalent to fixed charges and \$60,000 per annum. It is understood that this lease has been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$1,000,000, paid in, \$500,000, all in treasury of the Philadelphia Traction Co.

**Funded Debt.**—First mortgage 5 p. c. bonds, issued, \$700,000.

**Officers.**—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

**Directors.**—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Wm. H. Sheldermine, John M. Mack, A. M. Fox.

Date of information, Mar., 1903. z

**The Union Passenger Railway Co.**—Chartered Apr. 8, 1864. Annual meeting second Monday in Jan. This company, on Jan. 1, 1880, leased the Continental Passenger Ry. Co. for 99 years at a rental equivalent to fixed charges and the sum of \$120,000 per annum. This lease was assigned to the Philadelphia Traction Co.

**Leased** to the Philadelphia Traction Co., June 30, 1884, for 999 years at a rental equivalent to fixed charges and a dividend of 10 p. c. on the capital stock issued (\$9.50 per share and \$285,000 per annum), and is now operated by the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$1,500,000, paid in, \$925,000; par value, \$50 per share. Dividends, payable Jan. and July. \$125,000 of this stock is owned by the Philadelphia Traction Co., and forms part of the security of the latter's collateral trust bonds.

**Funded Debt.**—First coupon 5 p. c. mortgage bonds, issued, \$500,000; dated Mar. 21, 1881, due Mar. 31, 1911, denom. \$100 and \$500; int. (free of tax), payable Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Second mortgage 5 p. c. coupon bonds, authorized and issued, \$250,000; dated Feb. 2, 1884, due 1910; denom., \$100 and \$500; int. (free of tax) payable Apr. and Oct. at office of Land Title & Trust Co.; trustees of mortgage, Wm. H. Kern and Henry Bumm.

**Note.**—The first and second mortgage bonds cover the franchises and all property except real estate.

The first mortgage bonds may be redeemed at 5 months' notice at the rate of \$20,000 per annum, after Mar. 31, 1886.

Foreclosure proceedings may be instituted at the request of holders of \$10,000 in bonds, for default in principal or interest.

**Officers.**—Pres. Geo. D. Widener, V. Pres. W. L. Elkins, Treas. Jno. B. Peddle.

**Directors.**—P. A. Widener, Jos. E. Widener, John B. Parsons, Alex. M. Fox, John M. Mack.

Date of information, Mar., 1903. z

**The Walnut Street Connecting Passenger Railway Co. of the City of Philadelphia.**—Chartered May 8, 1890. Annual meeting second Monday in Jan.

**Leased** Aug. 7, 1895, to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, for a rental equivalent to fixed charges, \$250 per annum, and a dividend of 6 p. c. per annum, on capital stock actually issued. It is understood that this lease has been assigned to the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$50,000; par value, \$50 per share.

**Officers.**—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

**Directors.**—P. A. B. Widener, Jos. E. Widener, Geo. D. Widener, Wm. L. Elkins, Jno. B. Parsons, John M. Mack.

Date of information, Mar., 1903. z

**West Philadelphia Passenger Railway Co.**—Chartered May 14, 1857. Annual meeting first Tuesday in Nov.

**Leased** to Philadelphia Traction Co. on Jan. 1, 1884, for 999 years at an annual rental equivalent to fixed charges and 20 p. c. on capital stock (\$150,000), and now operated by the Philadelphia Rapid Transit Co.

**Capital Stock**, authorized and issued, \$750,000; par value, \$50 per share. One-half this capital stock (\$375,000), is owned by Philadelphia Traction Co., and forms a part of the security for the latter's collateral trust bonds. Dividends 20 p. c. payable Jan. and July.

**Funded Debt.**—First mortgage 6 p. c. gold coupon bonds, authorized, \$250,000, issued, \$246,000; dated Apr. 1, 1876, due 1906; denom. \$1,000; int. payable (gold) Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Girard Life Insurance Annuity & Trust Co., of Philadelphia.

Second mortgage 5 p. c. coupon bonds, authorized and issued, \$750,000; dated July 2, 1886, due May 1, 1926; denom. \$1,000; int. (free of tax), payable May and Nov. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

**Note.**—Foreclosure proceedings may be instituted upon the first and second mortgage bonds upon request of the holders of one-tenth of the bonds issued.

**Officers.**—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

**Directors.**—P. A. B. Widener, W. L. Elkins, Jas. E. Gillingham, Geo. D. Widener, John M. Mack, Jno. B. Parsons, Jos. B. Altemus, Thos. J. Yarrow, Geo. W. Elkins.

Date of information, Mar., 1903. z

**The American Railway Co.**—Incorporated under laws of New Jersey in Apr., 1899, to build, lease, purchase and operate street railways and electric lighting systems. Since June, 1899, this company has purchased the Bridgeton & Millville Traction Co. and the Bridgeton Electric Co., Bridgeton, N. J., also owns all the stock of the Springfield Railway Co. and the Springfield Light & Power Co., Springfield, O., the Peoples Ry. Co. of Dayton, O., the Altoona & Logan Valley



Electric Ry. Co., which already controlled the City Passenger Ry. Co., both of Altoona, Pa., and the Joliet R. R. Co. of Joliet, Ill., and the franchises and stock of the Chicago & Joliet Rapid Transit Co., the last two being consolidated as the Chicago & Joliet Electric Ry. Co.; also owns the stock and franchises of the Chicago & Desplaines Valley Electric Ry. Co., and the Desplaines Valley Electric Ry. Co., which have been consolidated as the Chicago & Desplaines Valley Electric Ry. Co.; also owns \$500,000 of the preferred stock and \$250,000 of the common stock of the Chicago Union Traction Co., and is now negotiating for other properties in several sections of the country.

#### STOCKS OWNED BY THE AMERICAN RAILWAYS CO., JUNE 30, 1902.

| Name of Company.                            | Shares. | Each. | Total Par.  |
|---------------------------------------------|---------|-------|-------------|
| Bridgeton Electric Co.                      | 250     | \$100 | \$ 25,000   |
| Bridgeton & Millville Traction Co.          | 4,000   | 50    | 200,000     |
| The Springfield Ry. Co.                     | 9,531   | 100   | 953,100     |
| The Springfield Light & Power Co.           | 2,000   | 100   | 200,000     |
| The People's Ry. Co.                        | 10,996  | 100   | 1,099,600   |
| Altoona & Logan Valley Electric Ry. Co.     | 8,307   | 50    | 415,350     |
| The City Passenger Ry. Co., of Altoona, Pa. | 617     | 50    | 30,850      |
| Du Page Construction Co.                    | 250     | 100   | 25,000      |
| Chicago Union Traction Co., Preferred.      | 5,000   | 100   | 500,000     |
| Chicago Union Traction Co., Common.         | 2,500   | 100   | 250,000     |
| Total.                                      |         |       | \$3,698,900 |

#### BONDS OWNED BY THE AMERICAN RAILWAYS CO., JUNE 30, 1902.

|                                                                    |           |
|--------------------------------------------------------------------|-----------|
| The Springfield Ry. Co., first mortgage gold 6s.                   | \$500,000 |
| The Springfield Ry. Co. income mortgage gold 5s.                   | 99,700    |
| The Springfield Ry. Co. income script.                             | 91        |
| The City Passenger Ry. Co. of Altoona, Pa. first mortgage gold 5s. | 200       |
| Total.                                                             | \$599,991 |

**Capital Stock** authorized and issued, \$25,000,000, paid in, Apr. 3, 1900, \$3,903,000; par value, \$50 per share.

**Funded Debt.**—Collateral trust convertible 5 p. c. gold bonds, authorized, \$2,500,000; issued, \$2,448,000; dated Dec. 2, 1901, due Dec. 1, 1911; denom. \$500 and \$1,000; int. payable June and Dec., at office of Provident Life & Trust Co., Philadelphia, Pa., trustee of mortgage.

#### Operation.—Of all companies controlled for the year ending

|                              | June 30, 1900. | 1901.     | 1902.       |
|------------------------------|----------------|-----------|-------------|
| Gross receipts.              | \$603,606      | \$844,297 | \$1,009,496 |
| Operating expenses.          | 320,513        |           |             |
| Earnings from operation.     | 283,093        |           |             |
| Fixed charges.               | 101,701        |           |             |
| Net earnings.                | 181,392        |           |             |
| Interest on bonds owned.     | 31,500         |           |             |
| Dividend (Chic. Un. T. Co.). | 25,000         |           |             |
| To surplus account.          | 237,892        |           |             |

#### Treasurer's Report.—Year ending June 30,

|                           | 1901.     | 1902.     |
|---------------------------|-----------|-----------|
| Interest on bonds owned.  | \$ 35,042 | \$ 35,009 |
| Dividends on stock owned. | 160,124   | 172,599   |
| Miscellaneous income.     | 79,458    | 162,776   |
| Gross earnings.           | 274,624   | 370,384   |
| Operating expenses.       | 43,596    | *67,653   |
| Net earnings.             | 231,028   | 302,731   |
| Deductions from earnings. |           |           |
| Incorporation expenses.   | 4,188     |           |
| Taxes.                    | 734       |           |
| Net income.               | 226,106   | 302,731   |
| Dividends paid.           | 112,530   | 178,179   |
| Surplus.                  | 113,576   | 124,552   |
| Total surplus.            | 206,313   | 330,966   |

\*Including taxes, interest, and depreciation.

#### Balance Sheet.—Dated June 30,

| ASSETS.                                | 1900.       | 1901.       | 1902.       |
|----------------------------------------|-------------|-------------|-------------|
| Cost of stocks and bonds.              | \$3,397,314 | \$3,414,850 | \$3,468,196 |
| Bills and accounts receivable.         | 272,794     | 164,409     | 2,830,461   |
| Accrued taxes.                         | 2,500       | 1,688       | 1,687       |
| Bridgeton Elec. Co.—power station      | 62,019      |             |             |
| " & Millville.                         | 256         | 4,871       | 234,587     |
| Springfield Ry. car barn.              | 9,853       |             |             |
| Chicago & Joliet construction.         | 91,564      |             |             |
| Material and supplies.                 |             | 2,610       | 3,537       |
| Disc't. on loans, paid but not yet due |             | 1,555       | 3,493       |
| Dividends on stock owned.              |             | 31,681      |             |
| Du Page Construct. Co., advances.      |             | 1,603,702   |             |
| Cash.                                  | 37,639      | 71,042      | 67,303      |
| Collateral trust bonds in treasury.    |             |             | 910,000     |
| Interest on bonds.                     |             |             | 15,000      |
| Total.                                 | \$3,873,939 | \$5,296,408 | \$7,534,264 |

#### LIABILITIES.

|                             | 1900.       | 1901.       | 1902.       |
|-----------------------------|-------------|-------------|-------------|
| Capital stock.              | \$3,750,000 | \$3,751,000 | \$3,751,000 |
| Funded debt.                |             |             | 2,500,000   |
| Bills and accounts payable. | 9,516       | 1,245,631   | 886,036     |
| Accident fund.              | 5,221       | 20,294      | 29,442      |
| Due companies.              | 14,466      | 71,820      | 26,565      |
| Accrued interest.           |             | 1,350       | 10,355      |
| Profit and loss (surplus).  | 94,736      | 206,313     | 330,866     |
| Total.                      | \$3,873,939 | \$5,296,408 | \$7,534,264 |

**Dividends**—First dividend of 1 p. c. Dec. 15, 1900; 1 p. c. Mar. 15, 1 p. c. June 15, 1901; 1 p. c. Sept. 16, 1901; 1¼ p. c. Dec. 16, 1901; 1¼ p. c. Mar. 15, 1902; 1¼ p. c. June 16, 1902; 1¼ p. c. Sept. 15, 1902; 1½ p. c. Dec. 15, 1902.

**Officers.**—Pres. J. J. Sullivan, 1st V. Pres. W. F. Harrity, 2d V. Pres. C. L. S. Tingley, Sec. & Treas. Walter W. Perkins, Asst. Sec. & Asst. Treas. Frank J. Pryor, Jr. Gen. Man. H. J. Crowley, Ch. Engr. A. S. Kibbe, Pur. Agt. W. J. Mulholland.

**Directors.**—Richard L. Austin, C. L. S. Tingley, W. F. Harrity, Wm. H. Sheldermine, S. R. Shipley, Jere J. Sullivan, S. W. Pettit, Jno. S. Bioren, E. C. Miller, Heulings Lippincott.

**General Office,** 1321 Walnut St., Phila., Pa.

**Reference.**—Annual meeting Vol. XVI, Oct. 6, '00, p. 906 (tables).  
Date of information, Mar., 1903.

**Delaware County & Philadelphia Electric Railway Co.**—This company operates a line from Media, Pa., to Baltimore Ave., Philadelphia, connecting with the Union Traction Co.'s system. A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** authorized, \$500,000, issued, \$300,000.

**Funded Debt.**—First mortgage 6 p. c. bonds, \$64,000; dated July 1, 1893, due 1913; int. payable Jan. and July at Independence National Bank, of Philadelphia.

#### Operation.—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers. | \$68,356 | \$73,003 | \$80,053 | \$78,819 | \$78,404 |
| " other sources.          | 121      | 128      | 2,368    | 2,094    | 732      |
| " total.                  | 68,477   | 73,131   | 82,421   | 77,913   | 79,136   |
| Operating expenses.       | 32,444   | 35,351   | 41,971   | 46,403   | 51,382   |
| Earnings from operation.  | 36,033   | 37,780   | 40,450   | 31,510   | 27,754   |
| Deductions from earnings. |          |          |          |          |          |
| Interest.                 | 3,840    | 3,840    | 3,840    | 3,840    | 3,840    |
| Taxes.                    | 2,922    | 2,929    | 2,281    | 3,165    | 3,109    |
| Rentals.                  | 575      | 605      | 382      |          |          |
| Other expenses.           |          |          |          | 518      | 4,572    |
| Net income.               | 28,696   | 30,406   | 33,947   | 23,967   | 16,234   |
| Dividends paid.           | 23,600   | 27,680   | 36,000   | 27,000   | 21,000   |
| To surplus account.       | 5,096    | 2,726    | *2,053   | *3,031   | *4,766   |
| P. c. dividends paid.     |          |          |          |          | 7        |
| *Deficit.                 |          |          |          |          |          |

#### OPERATING EXPENSES.

##### Year ending June 30, 1902.

|                                    |           |
|------------------------------------|-----------|
| General expenses.                  | \$ 8,681  |
| Transportation expenses.           | 27,445    |
| Maintenance of way and structures. | 7,645     |
| " of equipment.                    | 7,612     |
| Total.                             | \$51,382  |
| Passengers carried.                | 1,583,078 |

#### Balance Sheet.—Dated June 30,

| ASSETS.                    | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------|-----------|-----------|-----------|-----------|-----------|
| Construction and equip.    | \$369,527 | \$370,427 | \$373,245 | \$376,285 | \$380,120 |
| Cash.                      | 15,230    | 17,522    | 8,898     | 9,106     | 2,695     |
| Open accounts.             |           | 100       | 3,289     | 1,318     | 2,635     |
| Material and supplies.     |           |           | 1,939     | 2,537     | 2,189     |
| Sundries.                  |           |           | 4,467     | 6,329     | 7,408     |
| Total.                     | \$384,757 | \$388,049 | \$391,838 | \$395,575 | \$395,047 |
| LIABILITIES.               |           |           |           |           |           |
| Capital stock.             | \$298,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 |
| Funded debt.               | 64,000    | 64,000    | 64,000    | 64,000    | 64,000    |
| Loans.                     |           |           |           | 7,000     |           |
| Accounts payable.          |           |           |           | 624       | 10,560    |
| Other liabilities.         | 640       | 941       | 6,783     | 5,909     | 7,212     |
| Profit and loss (surplus). | 22,117    | 23,108    | 21,055    | 18,042    | 13,276    |
| Total.                     | \$384,757 | \$388,049 | \$391,838 | \$395,575 | \$395,047 |

**Plant and Equipment.**—Miles of track (electric), 12; 80 lb. T and girder rail; 20 motor cars; Gen. Elec. dynamos and motors, Lamokin cars.

**Officers.**—Pres. Jno. A. Rigg, V. Pres. Henry C. Moore, Supt. Arthur G. Jack.

Please note date of information at end of each report.



**Directors.**—W. H. Sayen, J. W. Phillips, Jno. A. Rigg, Henry C. Moore, Robert N. Carson, E. J. Moore, Joseph P. Gibbon.  
Date of information, Oct., 1902. b

**Fairmount Park Transportation Co.**—Chartered 1894, for 50 years.

**Capital Stock.** authorized and issued, \$2,000,000; now outstanding, \$1,857,010; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated Sept. 1, 1897, due 1912; denom. \$1,000; subject to call at 105 after Sept. 1, 1902; int. payable Mar. and Sept., at office of Girard Trust Co., successors to the Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 5 p. c. bonds, authorized, \$250,000, issued, \$168,000; dated Sept. 1, 1900, due 1912; denom. \$1,000; coupon, but may be registered; int. payable at office of Girard Trust Co., trustee of mortgage.

| Operation.—Year ending Oct. 31, |           |           |           |           |
|---------------------------------|-----------|-----------|-----------|-----------|
|                                 | 1899.     | 1900.     | 1901.     | 1902.     |
| Gross receipts .....            | \$119,905 | \$112,305 | \$111,576 | \$116,864 |
| Operating expenses .....        | 48,953    | 43,827    | 50,550    | 58,527    |
| Earnings from operation .....   | 70,952    | 68,478    | 61,026    | 58,337    |
| Deductions from earnings .....  | 46,425    | 52,212    | 48,950    | 55,488    |
| Net income .....                | 24,527    | 16,266    | 12,076    | 2,849     |

**Plant and Equipment.**—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 90 lb. T rail; 70 cars, of which 30 are motor cars and 40 trail cars; Wetherill engines, Gen. Elec. dynamos and motors, Brill cars.

**Officers.**—Pres. Chas. A. Porter, V. Pres. R. H. Foerderer, Sec. & Treas. W. C. Martin, Supt. A. E. Meixell, Ch. Engr. T. McShane, Ch. Elec. W. B. Ide.

**General Office,** Ridge Avenue Bank Bldg., Philadelphia.

**Reference.**—Description of road, Vol. XII, Dec., '96, p. 778; description of road, Vol. XIII, Aug. '97, p. 459 (ill.); description of bridge, Vol. XIII, Sept. '97, p. 550 (ill.); Woodside Park, Vol. XV, Mar. '99, p. 164 (ill.).

**GENERAL OFFICE,** Mariners' & Merchants' Bldg., Philadelphia, Pa.

Date of information Mar., 1903. b x

**Philadelphia, Bristol & Trenton Street Railway Co.**—This is a reorganization of the Philadelphia & Bristol Passenger Ry. Co., which was sold on Sept. 10, 1901, to a Baltimore syndicate. This company has also purchased the Bristol Passenger Ry., and has extended the line to Trenton, using the charter and rights of way of the Trenton & Bristol Street Ry. Co.

**Capital Stock,** authorized and issued, \$1,000,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized \$1,000,000; issued, \$650,000; coupon but may be registered; dated Sept. 1, 1902, due 1932; denom. \$1,000; int. payable Mar. and Sept., at office of Union Trust Co., of Maryland, trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 21.14; gauge, 5 ft. 2½ in.; 7 motor cars and 3 trail cars.

**Officers.**—Pres. J. W. Ellard, Baltimore, Md.; Sec. & Treas. W. F. Sadler, Jr., Gen. Supt. E. E. Hall, Gen. Counsel Geo. Quintard Horwitz, Philadelphia, Pa.

**Directors.**—Bromley Wharton, Bristol, Pa.; W. Heyward Drayton, 3rd, J. W. Ellard, Philadelphia, Pa.; Edward N. Rich, George Blakistone, Seymour Mandelbaum, Baltimore, Md.; F. W. Sadler, Jr., Trenton, N. J.

**General Office.**—125 Radcliffe St., Bristol, Pa. Power House, Bridgewater, Pa.

Date of information, Mar., 1903. z

**Philadelphia & West Chester Traction Co.**—Chartered Apr. 24, 1895; charter and all franchises perpetual. Annual meeting in Jan. The main line extends from 63d and Market Sts. Philadelphia, to West Chester, a distance of 20 miles. This company leases the Ardmore & Llanerch Street Ry. (a branch line) running from Llanerch to Ardmore, a distance of 3.3 miles, at a rental equivalent to 5 p. c. of the capital stock plus taxes.

**Capital Stock,** authorized, \$1,000,000, issued, \$597,175; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$400,000, issued, \$390,000; dated Oct. 1, 1898, due 1918; denom. \$1,000; subject to call at 105 int. payable Jan. and July, at office of Girard Trust Co. of Philadelphia, trustee of mortgage.

**Note.**—A new mortgage has been authorized in the amount of \$600,000 for the purpose of refunding the present issue and the floating debt of the company, which amounted to \$96,375 on Mar. 1, 1903; also for the purpose of providing additional funds for new construction. This issue of bonds will bear int. at the rate of 4 p. c. payable Jan. and July 1, at office of West End Trust Co., Philadelphia, trustee of mortgage; redeemable at 105 and interest; denom. \$1,000; coupon bonds for the privilege of registration of principal. There are no sinking fund provisions in either mortgage.

| Operation.—Year ending June 30, |          |          |           |           |
|---------------------------------|----------|----------|-----------|-----------|
|                                 | 1899.    | 1900.    | 1901.     | 1902.     |
| Receipts from passengers .....  | \$49,210 | \$98,910 | \$100,166 | \$108,919 |
| "    "    other sources .....   |          |          |           | 1,490     |
| "    total .....                | 49,210   |          |           | 110,409   |
| Operating expenses .....        | 53,562   | 79,843   | 74,489    | 85,092    |
| Earnings from operation .....   | *4,352   | 19,063   | 25,677    | 25,317    |
| Taxes .....                     |          | 2,686    | 9,056     | 1,074     |
| Interest .....                  | 8,060    | 20,000   | 20,000    | 20,000    |
| Rentals .....                   |          |          |           | 1,848     |
| Other deductions .....          |          |          |           | 6,603     |
| Net income .....                | *12,412  | *3,619   | *3,379    | *4,209    |
| *Deficit .....                  |          |          |           |           |

#### OPERATING EXPENSES.

| Year ending June 30, 1902.              |          |
|-----------------------------------------|----------|
| General expenses .....                  | \$17,900 |
| Transportation expenses .....           | 46,931   |
| Maintenance of way and structures ..... | 10,713   |
| "    "    equipment .....               | 9,548    |
| Total .....                             | \$85,092 |
| Passengers carried .....                | 653,575  |

| Balance Sheet.—Dated June 30,             |           |           |           |             |             |
|-------------------------------------------|-----------|-----------|-----------|-------------|-------------|
| ASSETS.                                   |           |           |           |             |             |
|                                           | 1898.     | 1899.     | 1900.     | 1901.       | 1902.       |
| Cost of road .....                        | \$210,218 | \$516,872 | \$608,564 | \$661,204   | \$674,213   |
| "    equipment .....                      | 77,481    | 159,228   | 245,929   | 240,668     | 260,804     |
| Other per. invest. .....                  | 123,643   | 72,375    | 85,667    | 83,417      | 73,875      |
| Subscription Phila. and Castle Rock ..... |           |           |           | 2,250       | 2,250       |
| Cash .....                                |           | 5,647     | 13,999    | 3,784       | 2,700       |
| Open accounts .....                       |           |           |           | 13,580      | 16,538      |
| Loss for 1899 and 1900 .....              |           |           |           | 16,056      |             |
| Other assets .....                        | 4,004     | 9,732     | 1,121     |             |             |
| Profit and loss (def.) .....              | 20,45     | \$12,412  | 16,031    | 3,380       | 23,645      |
| Total .....                               | \$437,799 | \$776,266 | \$971,112 | \$1,024,139 | \$1,054,026 |

| LIABILITIES.            |           |           |           |             |             |
|-------------------------|-----------|-----------|-----------|-------------|-------------|
| Capital stock .....     | \$331,050 | \$397,625 | \$494,795 | \$548,937   | \$565,175   |
| Funded debt .....       |           |           | 340,000   | 390,000     | 390,000     |
| Accounts payable .....  | 25,010    | 12,207    | 86,317    | 85,202      | 98,851      |
| Loans .....             | 81,533    |           |           |             |             |
| Other liabilities ..... | 206       | 26,434    |           |             |             |
| Total .....             | \$437,799 | \$776,266 | \$971,112 | \$1,024,139 | \$1,054,026 |

**Plant and Equipment.**—Miles of track (electric), 23.33; gauge, 5 ft. 2½ in., 60 lb. and 70 lb. T rail; 23 cars, of which 18 are motor cars and 4 trail cars.

**Officers.**—Pres. A. M. Taylor, Arcade Bldg., Philadelphia, V. Pres. Wm. S. Taylor, Sec. C. R. Hinchman, Treas. C. L. Rihl, Gen. Supt. F. C. Davis.

**Directors.**—A. Merritt Taylor, C. Clifford Taylor, John Sellers, Jr., C. S. Hinchman, Wm. R. Wister, W. S. Taylor, Chas. B. Penrose.

**General Office,** 672 Bullitt Bldg., Philadelphia, Pa.

**Power Station,** Llanerch, Delaware Co., Pa.

**Reference.**—Description of system (brief), Vol. XV, June, '99, p. 353 (ill.).

Date of information, Mar., 1903. z

**Railways Company General.**—Incorporated under laws of New Jersey in Aug., 1899, to build, lease, purchase and operate street railways, electric light, gas, and water power plants. Since Oct., 1899, this company has purchased the Montoursville Passenger Ry. the Milton Electric Light Power & Co., the Montoursville Electric Light Co., the Lewisburg, Milton & Watsonstown Electric Ry., the Michigan Traction Co., of Battle Creek and Kalamazoo, Mich., the Elmira & Seneca Lake Ry., of Elmira, N. Y., and \$40,000 of stock and \$200,000 of bonds of the Newtown Electric St. Ry., of Newtown, Pa.

**Capital Stock,** issued, \$1,200,000; par value, \$10 per share.

| BONDS OWNED.                                                       |  | Par value.  |
|--------------------------------------------------------------------|--|-------------|
| Michigan Traction Co.'s second mortgage 5 p. c. bonds .....        |  | \$100,000   |
| Newtown Electric St. Ry., 5 p. c. bonds .....                      |  | 200,000     |
| Elmira & Seneca Lake Ry., 5 p. c. bonds .....                      |  | 230,000     |
| Lewisburg, Milton & Watsonstown Passenger Ry., 5 p. c. bonds ..... |  | 150,000     |
| Montoursville Electric St. Ry., 5 p. c. bonds .....                |  | 75,000      |
| Total .....                                                        |  | \$755,000   |
| STOCKS OWNED.                                                      |  | Par value.  |
| Lewisburg, Milton & Watsonstown Passenger Ry. Co. ....             |  | \$150,000   |
| Milton Electric Light & Power Co. ....                             |  | 27,750      |
| Montoursville Passenger Ry. Co. ....                               |  | 75,000      |
| Montoursville Electric Light Co. ....                              |  | 10,000      |
| Elmira & Seneca Lake Ry. ....                                      |  | 226,500     |
| Michigan Traction Co. ....                                         |  | 349,600     |
| American Engineering Co. ....                                      |  | 200,000     |
| Newtown Electric St. Ry. Co. ....                                  |  | 40,000      |
| Total .....                                                        |  | \$1,078,850 |

Please note date of information at end of each report.

**Officers.**—Pres. Evans R. Dick, 30 Broad St., New York, V. Pres. Gerald Holzman, Sec. & Treas. John J. Collier, Cons. Engr. H. A. Foster, Gen. Supt. D. A. Hegarty.

**Directors.**—J. A. Harris, Jr., S. B. Vrooman, George S. Graham, Evans R. Dick, R. J. McKinstry, J. R. McAllister, Jay Cooke, 3d., J. O. Hoffman, F. J. Tisman, R. H. Rushton, G. Holzman.

**General Office,** North American Bldg., Philadelphia, Pa.

**Reference.**—Annual meeting, Vol. XVI, Oct. 6, '00, p. 905 (tables); annual report, Vol. XVIII, Oct. 26, '01, p. 655.

Date of information, Mar., 1903.

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**Roxborough, Chestnut Hill & Norristown Railway Co.**—In Feb., 1898, this company leased the Wissahickon Electric Ry. for 999 years, and on Dec. 31, 1901, it leased the Trappe & Limerick Electric St. Ry. for 999 years. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia. On Jan. 1, 1902, this road, with its leased lines, was leased by the Schuylkill Valley Traction Co., of Norristown, Pa., for 950 years.

**Capital Stock,** authorized, \$450,000, issued, \$248,400.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$396,000, issued, \$371,000; in treasury, \$25,000; coupon, but may be registered; dated June 1, 1896, due 1926; denom. \$1,000; int. payable June & Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, Pa., trustee of mortgage.

|                              | 1899.     | 1900.     | 1901.     | 6 months ending Dec. 31, 1901. |
|------------------------------|-----------|-----------|-----------|--------------------------------|
| Rec. from passengers.....    | \$111,960 | \$122,512 | \$132,448 | \$81,326                       |
| " " other sources.....       | 324       | 1,591     | 3,625     | 10,161                         |
| " " total.....               | 112,284   | 124,103   | 136,073   | 91,487                         |
| Operating expenses.....      | 70,270    | 82,248    | 83,879    | 46,430                         |
| Earnings from operation..... | \$42,014  | \$41,855  | \$52,194  | \$45,057                       |
| Deductions from earnings.    |           |           |           |                                |
| Interest on bonds.....       | 18,545    |           | 18,550    | 9,275                          |
| Taxes.....                   | 4,895     |           | 5,268     | 2,766                          |
| Rentals.....                 | 2,917     | 32,255    | 4,375     | 2,188                          |
| Other deductions.....        |           |           | 8,492     | 20,259                         |
| Net income.....              | 5,657     | 9,600     | 15,509    | 10,569                         |
| Dividends paid.....          | 4,960     |           | 17,856    | 46,624                         |
| To surplus account.....      | 697       | *6,272    | *2,347    | *36,055                        |
| Total surplus account.....   | 47,963    | 41,691    |           | *11,289                        |
| *Deficit.                    |           |           |           |                                |
| Profit and loss (surplus).   |           |           |           |                                |

#### OPERATING EXPENSES.

6 months ending Dec. 31, 1901.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 6,483  |
| Transportation expenses.....           | 30,869    |
| Maintenance of way and structures..... | 4,246     |
| " " equipment.....                     | 4,832     |
| Total.....                             | \$46,430  |
| Passengers carried.....                | 1,645,102 |

**Balance Sheet.**—Dated June 30,

| ASSETS.                        | 1899.     | 1900.     | 1901.     | 1902.      |
|--------------------------------|-----------|-----------|-----------|------------|
| Cost of road and equipment.... | \$606,458 | \$612,332 | \$630,898 | \$ 621,088 |
| Cash.....                      | 16,288    | 15,716    | 7,252     |            |
| Bills & acc'ts receivable..... | 636       | 5,249     | 1,307     |            |
| Material and supplies.....     | 2,060     | 2,290     | 6,388     |            |
| Stock of other companies.....  | 5,749     |           | 174,750   | 200,000    |
| Bonds in treasury.....         | 25,000    | 25,000    | 25,000    |            |
| Other assets.....              |           | 9,492     | 13,353    | 14,342     |
| Total.....                     | \$656,191 | \$671,079 | \$858,948 | \$ 835,430 |

#### LIABILITIES.

|                                |           |           |           |           |
|--------------------------------|-----------|-----------|-----------|-----------|
| Capital stock.....             | \$198,400 | \$198,400 | \$198,400 | \$248,400 |
| Funded debt.....               | 396,000   | 396,000   | 396,000   | 371,000   |
| Accrued interest.....          | 1,540     | 10,871    | 1,546     |           |
| Bills and acc'ts payable.....  | 4,078     | 7,051     | 5,915     |           |
| Loans.....                     |           |           | 188,250   |           |
| Other liabilities.....         | 8,210     | 17,066    | 21,493    | 199,000   |
| Profit and loss (surplus)..... | 47,963    | 41,691    | 47,344    | 17,030    |
| Total.....                     | \$656,191 | \$671,079 | \$858,948 | \$835,430 |

**Plant and Equipment.**—Miles of track (electric), 20.60; gauge, 5 ft. 2½ in.; 70 and 90 lb. girder rail; 61 cars, of which 47 are motor cars and 14 trail cars; 1800 H. P. station plant; Ball & Wood and Lake Erie engines, Gen. Elec. dynamos and motors. Brill cars and trucks.

**Officers.**—Pres. J. A. Rigg, V. Pres. H. C. Moore, Gen. Supt. Geo. Hoegler.

**Directors.**—H. W. Biddle, R. N. Buckley, S. F. Houston, R. N. Carson, Wm. Ring, G. M. Brill, John A. Rigg, E. J. Moore, H. C. Moore, all of 12 So. 5th St., Reading, Pa.

**General Office,** Norristown, Pa.

Date of information, Mar., 1903.

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**Southwestern Street Railway Co.**—Chartered Sept. 1897, to construct an electric railway from Moyamensing Ave. to Bow Creek.

**Capital Stock,** authorized and issued, \$400,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$450,000, issued, \$400,000; dated 1898, due 1920; denom. \$1000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

**OPERATION.**—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$38,810 |
| " " other sources.....        | 10,412   |
| " " total.....                | 49,222   |
| Operating expenses.....       | 36,406   |
| Earnings from operation.....  | 12,816   |
| Deductions from earnings.     |          |
| Taxes.....                    | 1,507    |
| Interest.....                 | 18,600   |
| Other deductions.....         | 5,016    |
| Net income.....               | *12,307  |
| *Deficit                      |          |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 4,881  |
| Transportation expenses.....           | 19,857    |
| Maintenance of way and structures..... | 4,895     |
| " " equipment.....                     | 6,772     |
| Total.....                             | \$ 36,406 |
| Passengers carried.....                | 783,466   |

**Balance Sheet.**—Dated June 30, 1902.

| Assets.                      | Liabilities. |
|------------------------------|--------------|
| Cost of road.....            | \$826,568    |
| " " equipment.....           | 86,495       |
| Cash.....                    | 5,489        |
| Material and supplies.....   | 1,396        |
| Sundries.....                | 11,046       |
| Profit and loss (deficit)... | 37,246       |
| Total.....                   | \$968,240    |
| Capital stock.....           | \$400,000    |
| Funded debt.....             | 400,000      |
| Interest.....                | 7,750        |
| Accounts payable.....        | 2,085        |
| Sundries.....                | 158,404      |
| Total.....                   | \$968,240    |

**Plant and Equipment.**—Miles of track (electric) 16; 24 gauge 5 ft. 2½ in.; 24 motor cars.

**Officers.**—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Gen. Supt. John Mac Fayden.

**Directors.**—John A. Rigg, Henry C. Moore, Robt. N. Carson, Edw. J. Moore, R. N. Buckley.

Date of information, Oct., 1902.

b

**The Holmesburg, Tacony & Frankford Electric Railway Co.**—A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** authorized and issued, \$750,000.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$400,000; coupon, but may be registered; dated May, 1895, due 1925; denom. \$500 and \$1,000; int. payable May and Nov., at office of the Real Estate Title Insurance & Trust Co., of Philadelphia.

**Operation.**—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.     | 1901.     | 1902.     |
|---------------------------|----------|----------|-----------|-----------|-----------|
| Total receipts.....       | \$94,696 | \$98,886 | \$107,467 | \$112,139 | \$120,430 |
| Operating expenses.....   | 79,903   | 75,497   | 64,016    | 66,413    | 63,506    |
| Earnings from operations. | 14,793   | 23,389   | 43,451    | 45,726    | 56,924    |
| Deductions from earnings  |          |          |           |           |           |
| Taxes.....                | 4,474    | 4,387    | 3,036     | 3,595     | 3,863     |
| Interest.....             | 20,000   | 20,000   | 20,000    | 20,000    | 20,000    |
| Rentals.....              | 5,118    | 3,865    | 4,015     | 4,121     | 4,121     |
| Other expenses.....       |          |          |           | 1,921     | 2,763     |
| Net income.....           | *14,799  | *4,863   | 16,400    | 16,089    | 26,177    |
| Dividends.....            |          |          | 10,500    | 17,250    | 21,000    |
| Surplus.....              |          |          |           |           | 5,177     |
| Total surplus.....        |          |          |           |           | 12,455    |
| *Deficit.                 |          |          |           |           |           |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$10,169  |
| Transportation expenses.....           | 37,632    |
| Maintenance of way and structures..... | 9,167     |
| " " equipment.....                     | 6,538     |
| Total.....                             | 63,506    |
| Passengers carried.....                | 2,415,056 |

Please note date of information at end of each report.

**Balance Sheet.**—Dated June 30,

| ASSETS.                      | 1899.              | 1900.              | 1901.              | 1902.              |
|------------------------------|--------------------|--------------------|--------------------|--------------------|
| Cost of road.....            | \$ 837,973         | \$ 865,760         | \$ 866,826         | \$ 868,588         |
| “ equipment.....             | 285,118            | 285,289            | 284,266            | 284,266            |
| Cash .....                   | 10,220             | 19,904             | 13,738             | 12,915             |
| Open accounts.....           | 833                |                    |                    |                    |
| Bills receivable.....        | 36                 | 2,423              |                    |                    |
| Material and supplies....    |                    |                    | 2,374              | 2,956              |
| Other assets.....            | 377                | 1,842              | 11,405             | 2,964              |
| Profit and loss (deficit)... | 26,020             |                    |                    |                    |
| <b>Total.....</b>            | <b>\$1,160,577</b> | <b>\$1,175,218</b> | <b>\$1,178,609</b> | <b>\$1,171,689</b> |
| <b>LIABILITIES.</b>          |                    |                    |                    |                    |
| Capital stock.....           | \$ 750,000         | \$ 750,000         | \$ 750,000         | \$ 750,000         |
| Funded debt.....             | 400,000            | 400,000            | 400,000            | 400,000            |
| Accounts payable.....        | 5,631              | 5,659              | 1,082              |                    |
| Interest .....               | 4,946              | 13,659             | 3,333              | 3,333              |
| Loans.....                   |                    |                    | 4,450              |                    |
| Other liabilities.....       |                    |                    | 12,466             | 5,900              |
| Profit and loss (surplus)... |                    | 5,900              | 7,278              | 12,455             |
| <b>Total.....</b>            | <b>\$1,160,577</b> | <b>\$1,175,218</b> | <b>\$1,178,609</b> | <b>\$1,171,689</b> |

**Plant and Equipment.**—Miles of track (electric), 17.3; gauge, 5 ft. 2½ in.; 60 lb. T and girder rail; 45 motor cars; Ridgway engines, Thompson-Ryan dynamos, Gen. Elec. motors, American and Brill cars.

**Officers.**—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Gen. Supt. Henry Glazier.

**Directors.**—Frank F. Bell, R. N. Buckley, R. N. Carson, E. J. Moore, John A. Rigg, Henry C. Moore, Jas. L. Caven.

**General Office,** 316 Mariner & Merchant Bldg., Philadelphia, Pa.  
Date of information, Oct., 1902. b

**Interstate Railways Co.**—Chartered in Dec., 1902. This company has purchased a controlling interest in the United Power and Transportation Co. (which see for terms of purchase) and has secured the charters and present capital stock of the following new companies, with the consequent right to build and construct: Reading Power Co., Reading; West End Electric Street Ry. Co., Reading; The Arch & Green Street Ry. Co., Norristown; East Side Street Ry. Co., Reading; Chester & Rose Valley Street Ry. Co., Delaware County; West Side Street Ry. Co., Norristown; Chester & Middletown Street Ry. Co., Delaware County; Chester & Rockdale Street Ry. Co., Delaware County; The Darby & Fernwood Street Ry. Co., Delaware County; Black Bear Street Ry. Co., (Pottstown to Reading) Womelsdorf & Myerstown Street Ry. Co., Lebanon County; 12th and 13th Street Ry. Co., Reading; South End Street Ry. Co., Reading; Front & Fifth Street Ry. Co., Reading; Hamburg Street Ry. Co., Hamburg to Reading; Birdsboro Street Ry. Co., Birdsboro to Reading; The Lima, Gradyville & West Chester Electric Street Ry. Co., Delaware County; Colwyn & Ridley Park Street Ry. Co., Clifton & Sharon Street Ry. Co., Sharon Hill; Trenton, Pennington & Hopewell Street Railway Company, New Jersey.

**CAPITAL STOCK,** \$10,000,000.

**FUNDED DEBT.**—Collateral trust, 3, 3½ and 4 p. c. gold bonds, \$10,781,250; dated Feb. 1, 1903, due 1943. These bonds are secured by deposit of United Power & Transportation Co's. stock, and bear interest at the rate of 3 p. c. the first year, 3½ p. c. the second year, and 4 p. c. the third and subsequent years.

**OFFICERS.**—Pres. Frank O. Briggs, Trenton, N. J.; Sec. & Treas. W. W. Light, Reading.

**DIRECTORS.**—Frank O. Briggs, W. W. Light, O. S. Geiger, Frank R. Hansell, Wm. F. Eidell, Geo. H. B. Martin.

Date of information, Mar., 1903. x

**United Power & Transportation Co.**—This company was incorporated under the laws of New Jersey, April 20, 1899, to construct, purchase and operate street railways, electric lighting and power plants, and has secured a controlling interest in the following companies:

|                                                                      | Shares owned. | Total shares. |
|----------------------------------------------------------------------|---------------|---------------|
| Citizen's Electric Light & Power Co., of Delaware Co.                | 6,238         | 7,500         |
| Delaware Co. & Phila. Electric Ry. Co., of Phila., Pa.               | 5,993         | 6,000         |
| Edison Electric Illuminating Co., of Lebanon, Pa.....                | 9,991         | 10,000        |
| Holmesburg Tacony & Frankford Electric Ry. Co., of Phila., Pa.....   | 14,992        | 15,000        |
| Lebanon Valley Street Ry. Co., of Lebanon, Pa.....                   | 9,991         | 10,000        |
| Roxboro, Chestnut Hill & Norristown Ry. Co., of Phila. Co.....       | 4,947         | 5,000         |
| Schuylkill Valley Traction Co., of Norristown, Pa....                | 9,995         | 10,000        |
| Trenton Street Ry. Co., of Trenton, N. J.....                        | 19,953        | 20,000        |
| United Traction Co., of Reading, Pa.....                             | 7,991         | 8,000         |
| Wilkesbarre & Wyoming Valley Traction Co., of Wilkesbarre, Pa.....   | 49,985        | 50,000        |
| Wilkesbarre, Dallas & Harvey's Lake Ry. Co., of Wilkesbarre, Pa..... | 3,890         | 4,000         |
| Wilmington & Chester Traction Co., of Wilmington, Del.....           | 39,993        | 40,000        |
| Wilmington City Electric Ry. Co., of Wilmington, Del.                | 5,089         | 5,100         |
| Reading & S. W. St. Ry. Co.....                                      | 1,142         | 2,600         |
| Philadelphia & Chester Ry.....                                       | 6,990         | 7,000         |
| Southwestern St. Ry.....                                             | 9,990         | 8,000         |

Controlling interest in the United Power & Transportation Co. has been sold to the Interstate Railway Co., at \$75 per share, payable in forty year collateral trust gold coupon bonds to be issued by the Interstate Railways Co., as of Feb. 1, 1903, and to bear interest at the rate of 3 p. c. for the first year, 3½ p. c. for the second year and 4 p. c. for the third year and thereafter. These bonds, in addition to the obligation of the Interstate Railways Company, will be secured by a deposit with the Real Estate Title Insurance and Trust Co. of Philadelphia, as trustee, of the United Power and Transportation Co. stock purchased. The issue will be limited to the amount necessary to take up the present outstanding stock of the United Power and Transportation Co.

**Capital Stock,** authorized, \$12,500,000, issued, \$3,593,700; par value, \$25 per share.

**Funded Debt.**—Consists of 4 p. c. collateral certificates in two series, as follows:

**Series "A."** Under a trust agreement of the United Power & Transportation Co. with the New York Security & Trust Co., trustee, dated May 1, 1899, (under which \$7,788,797 United Railways Gold Trust Certificates have been issued by the said trustee), the United Power & Transportation Co. has deposited with the trustee the shares owned of the Holmesburg, Tacony & Frankford Electric Ry., the Trenton Street Ry., the United Traction Co., the Wilkesbarre & Wyoming Valley Traction Co., Citizens' Electric Light & Power Co., Edison Electric Co., Wilmington City Electric Co. and the Wilmington & Chester Traction Co. Under this agreement an additional amount (\$56,203) of certificates will be issued by the trustee upon deposit of the remaining shares of the above named companies.

**Series "B."** Under a trust agreement of the United Power & Transportation Co. with the Real Estate Title Insurance & Trust Co. of Philadelphia, dated May 1, 1899, (under which \$998,833 Delaware County Ry. Gold Trust Certificates have been issued), the United Power & Transportation Co. has deposited with the trustee the 5,993 share of the Delaware County & Philadelphia Electric Ry. Co. Under this agreement an additional amount (\$1,167) of certificates will be issued by the trustee upon deposit of the remaining 7 shares of the above named company.

Both series "A" & "B" are issued in \$100, \$500 and \$1,000 certificates, and the principal of both is due at the option of the holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the company. The interest (payable Jan. and July) and principal of both series are payable, tax free, in gold at office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

**Operation.**—Year ending Dec. 31,

|                            | 1900.          | 1901.          | 1902.          |
|----------------------------|----------------|----------------|----------------|
| Gross income.....          | \$594,625      | \$632,475      | \$720,560      |
| Expense account.....       | 8,582          |                | 2,334          |
| Interest.....              | 359,484        | 359,502        | 359,512        |
| Taxes.....                 | 3,062          | 5,517          | 3,062          |
| <b>Net income.....</b>     | <b>223,497</b> | <b>267,456</b> | <b>355,652</b> |
| <b>Dividends paid.....</b> | <b>207,500</b> | <b>250,000</b> | <b>268,750</b> |
| <b>Surplus.....</b>        | <b>15,997</b>  | <b>17,456</b>  | <b>86,902</b>  |
| <b>Total surplus.....</b>  |                |                | <b>265,984</b> |

Dividends, Jan. and July, 1900, 50 cents per share; in Jan. and July, 1901, \$1 per share, Jan. and July, 1902, \$1 per share; and Jan. 1903, \$1 per share.

**Officers.**—Pres. John A. Rigg, V. Presidents R. N. Carson and H. C. Moore, Sec. & Treas. Wm. S. Bell.

**Directors.**—Robt. N. Carson, Jno. A. Rigg, H. C. Moore, E. J. Moore, H. W. Biddle, Jas. L. Caven, Preston Lea, Thos. C. Barr, F. W. Roebbling, R. N. Buckley, Jas. A. O'Reilly, R. L. Jones, Wm. R. McIlvain, Samuel F. Houston.

**General Office,** Mariner & Merchants' Bldg., Phila., Pa.

**Reference.**—Description of road, Vol. XVII, May 4, '01, p. 505 (ill.).

Date of information, Mar., 1903. x

**Wissahickon Electric Passenger Railway Co.**—Chartered Oct. 8, 1890. Annual meeting third Friday in Jan. This road was leased in Feb., 1898, to the Roxborough, Chestnut Hill & Norristown Ry. Co. for 999 years, at a rental of 2 p. c. on \$145,842 of the capital stock for the first two years, 3 p. c. for the next five years, 4 p. c. for the next eight years and 5 p. c. for the remainder of the term.

**Capital Stock,** authorized, \$250,000; issued, \$239,050; par value, \$50 per share

**Plant and Equipment.**—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 8 motor cars; Watts-Campbell engines, West. and Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brill cars, Brill and St. Louis trucks.

**Officers.**—Pres. P. P. Liebert, V. Pres. Wm. H. Flanagan, Sec. & Treas. John Flanagan.

**Directors.**—Wm. Johnson, Peter P. Liebert, James Christie, L. M. Jones, John Kenworthy, Benjamin Kenworthy, W. H. Flanagan.

**General Office,** Wissahickon, Philadelphia, Pa.

Date of information, Mar., 1903. z

## PITTSBURG.

Population in 1880 was 156,389, in 1890, 238,617, in 1900, 321,616. The total present population of the city and suburbs is approximately 750,000.

**The Central Traction Co.**—Chartered Dec. 21, 1888. Annual meeting, second Tuesday in Feb.

**Leased**, on Apr. 2, 1896, for 950 years to the Consolidated Traction Co. for a rental of \$45,000 per annum, equivalent to 3 p. c. on the par value of the capital stock. It is understood that the lessee also assumes the fixed charges of the lessor.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$375,000; coupon, but may be registered; dated July 1, 1889, due 1929; denom. \$500; int. payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburgh, trustee of mortgage.

Central Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized, \$250,000, issued, \$125,000; dated Oct. 1, 1894, due 1924; int. payable Apr. and Oct., at Union Trust Co., trustee of mortgage.

**Operation.**—Included in the report of the Consolidated Traction Co. (which see).

**Dividends.**—In 1896, 2 p. c.; in 1897 and thereafter, 3 p. c.

**Plant and Equipment.**—(See Consolidated Traction Co.)

**Officers.**—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr.

**Directors.**—J. D. Callery, J. H. Reed, T. H. Given, Joshua Rhodes, Geo. H. Frazier, M. K. McMullin, John A. Bell.

Date of information, Mar., 1903.

**Consolidated Traction Co. of Pittsburgh.**—Chartered July 23, 1895, for the purpose of effecting a consolidation of the principal street railway properties of Pittsburgh. The company has purchased the entire capital stock of the Fort Pitt Traction Co., which leases the Allegheny Traction Co. and the Citizens' Traction Co. The Consolidated Traction Co. also owns a controlling interest in the capital stock of the Central Traction Co., the Pittsburgh Traction Co. and the Duquesne Traction Co. In Dec., 1901, this company leased the property of the Monongahela St. Ry. Co., and the Suburban Rapid Transit Street Ry. Co. The capital liabilities of the old consolidated system are as follows:

|                            | Cap. Stock<br>Issued. | Cap. Stock<br>Paid in. | Funded<br>Debt. |
|----------------------------|-----------------------|------------------------|-----------------|
| Central Traction Co.....   | \$ 1,500,000          | \$ 899,862             | \$ 500,000      |
| Duquesne Traction Co.....  | 3,000,000             | 3,000,000              | 1,500,000       |
| Fort Pitt Traction Co..... | 3,000,000             | 3,000,000              | 938,000         |
| Citizens' Traction Co..... | 3,000,000             | 3,000,000              | 1,620,000       |
| Allegheny Traction Co..... | 500,000               | 500,000                | 750,000         |
| Pittsburg Traction Co..... | 2,500,000             | 2,500,000              | 1,000,000       |
|                            | \$13,500,000          | \$12,899,862           | \$6,308,000     |

This Company also owns the capital stock of the Beechwood St. Ry. Co., Lacock St. Ry. Co., Park Avenue St. Ry. Co. and the Bellefield St. Ry. Co.

**Capital Stock.**—Common stock, authorized and issued, \$15,000,000; par value, \$50 per share.

6 p. c. cumulative preferred stock, authorized, \$15,000,000, issued, \$12,000,000; par value, \$50. The preferred stock participates equally with the common stock after 6 p. c. has been paid on the latter. First dividend was paid on the preferred stock in May, 1897, and 3 p. c. semi-annually since then.

**Note.**—Under the plan of consolidation, the preferred stock was exchanged for the common stock of the constituent companies in the following proportions:

|                            | Old<br>Common<br>Stock. | New<br>Preferred<br>Stock. |
|----------------------------|-------------------------|----------------------------|
| Central Traction Co.....   | \$1,500,000             | \$ 900,000                 |
| Duquesne Traction Co.....  | 3,000,000               | 2,220,000                  |
| Fort Pitt Traction Co..... | 3,000,000               | 2,400,000                  |
| Pittsburg Traction Co..... | 2,500,000               | 3,500,000                  |

The Philadelphia Co. owns 284,249 shares of the common stock, and 232,757 shares of the preferred stock of this company, and on Jan. 1, 1902, the Pittsburgh Railways Co. assumed control of the road under an operating contract.

**Funded Debt.**—The company has a direct debt of \$30,000, and the funded debt of the constituent companies amounts to \$6,308,000 as above stated.

**Operation.**—The following is a combination of the operating reports of the constituent companies for the periods ending as follows:

| Year ending              | 10 mos. end.<br>June 30,<br>1900. | Year end.<br>Jan. 31,<br>1901. | 6 mos. ending<br>June 30,<br>1901. | Dec. 31,<br>1901. |
|--------------------------|-----------------------------------|--------------------------------|------------------------------------|-------------------|
| Receipts from pass.....  | \$2,733,910                       | \$2,436,357                    | \$2,918,601                        | \$1,614,102       |
| " other sources ..       | 19,193                            | 301,581                        | 360,588                            | 180,090           |
| " total .....            | 2,753,103                         | 2,737,938                      | 3,279,189                          | 1,794,192         |
| Operating expenses.....  | 1,341,565                         | 1,130,480                      | 1,362,565                          | 780,327           |
| Earnings from operation. | 1,411,538                         | 1,607,458                      | 1,916,624                          | 1,013,865         |

|                               | 1900.   | 1901.   | 1901.   | 1901.     |
|-------------------------------|---------|---------|---------|-----------|
| Deduc. from earnings.         |         |         |         |           |
| Taxes.....                    | 186,000 | 163,674 | 203,838 | 1,070,092 |
| Interest.....                 | 317,710 | 264,998 | 317,786 | 157,278   |
| Rentals.....                  | 229,080 | 459,250 | 551,100 | 275,550   |
| Other deductions.....         |         |         | 13,373  |           |
| Net income.....               | 678,748 | 719,536 | 830,527 | 473,944   |
| Dividends paid.....           | 649,806 | 600,000 | 720,000 | 360,000   |
| To surplus account.....       | 28,492  | 119,536 | 110,527 | 113,944   |
| P. c. op. ex. to total rcpts. | 48 7    | 47.3    | 41.6    |           |

## OPERATING EXPENSES.

| Year ending June 30, 1901.            | 6 mos. ending<br>Dec. 31, 1901. |
|---------------------------------------|---------------------------------|
| General expenses.....                 | \$ 270,014 \$149,829            |
| Transportation expenses.....          | 865,853 490,943                 |
| Maintenance of way and buildings..... | 77,489 50,212                   |
| " of equipment.....                   | 149,208 89,344                  |
| Total.....                            | \$1,362,565 \$780,327           |
| Passengers carried.....               | 61,609,802 35,199,472           |

## Balance Sheet.—Dated

|                                | June 30,<br>1900. | Jan. 31,<br>1901. | June 30,<br>1901. | Dec. 31,<br>1901. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|
| <b>ASSETS.</b>                 |                   |                   |                   |                   |
| Cost of road.....              | \$ 3,582,642      | \$ 3,622,183      | \$ 5,965,119      | \$ 3,696,400      |
| Cost of equipment.....         | 1,806,489         | 1,939,020         | 2,182,765         | 2,219,429         |
| Stock of other co's.....       | 22,182,765        | 22,182,765        | 22,182,765        | 22,329,461        |
| Cash on hand.....              | 452,555           | 310,953           | 128,925           | 135,999           |
| Due by agents.....             |                   |                   |                   | 411               |
| Open accounts.....             | 169,699           | 200,435           | 171,843           | 159,545           |
| Mat. and supplies.....         | 52,533            | 67,027            | 74,823            | 85,361            |
| Insurance unex'pd premium..... |                   |                   | 9,257             | 2,542             |
| Taxes & expenses prepaid.....  |                   |                   | 14,729            |                   |
| Cap. stk. in treas..           |                   |                   | 32,600            | 1,150,460         |
| Total.....                     | \$28,256,683      | \$28,322,383      | \$28,380,061      | \$29,779,609      |
| <b>LIABILITIES.</b>            |                   |                   |                   |                   |
| Capital stock.....             | \$27,000,000      | \$27,000,000      | \$27,000,000      | \$27,000,000      |
| Funded debt.....               | 18,000            | 18,000            | 48,000            |                   |
| Accounts payable.....          | 990,081           | 897,080           | 88,361            | 483,585           |
| Loans.....                     |                   |                   |                   | 688,175           |
| Int. due & acc'd.....          |                   |                   | 92,112            | 45,481            |
| Taxes.....                     |                   |                   | 270,474           | 333,108           |
| Rentals of leased lines.....   |                   |                   | 122,650           | 122,650           |
| Mortg. indebt.....             |                   |                   |                   | 48,000            |
| Accrued dividends.....         |                   |                   |                   | 180,000           |
| Ft. Pitt Trac. Co..            |                   |                   | 399,333           |                   |
| Profit & loss (sur.)           | 248,602           | 407,303           | 359,130           | 878,609           |
| Total.....                     | \$28,256,683      | \$28,322,383      | \$28,380,061      | \$29,779,609      |

**Plant and Equipment.**—Miles of track (electric), 126.38; gauge, 5 ft. 2½ in.; 658 cars, of which 504 are motor cars and 154 trail cars.

**Officers.**—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy, Ch. Engr. F. Uhlenhaut, Jr., Mast. Mech. H. P. Clarke.

**Directors.**—Joshua Rhodes, T. H. Given, B. F. Jones, J. D. Callery, J. H. Reed, M. K. McMullin.

**General Office,** 435 Sixth Ave.

**References.**—Description of system, Vol. XV, Mar., '99, p. 13 (ill.); power station, Vol. XV, Aug., '99, p. 503 (ill.); Kennywood Park, Vol. XVI, Apr. 7, '00, p. 348 (ill.); Aug. 4, '00, p. 707 (ill.); consolidation sanctioned, Vol. XVI, June 30, '00, p. 597; express service, Vol. XVI, Dec. 1, '00, p. 1148 (ill.).

Date of information Mar., 1903.

**The Duquesne Traction Co.**—Chartered Jan. 25, 1890. This company controls the following street railway properties chartered for operation in Pittsburgh:

|                                      | Miles. | Capital Stock. |
|--------------------------------------|--------|----------------|
| Duquesne Street Ry. Co.....          | 3.5    | \$100,000      |
| Boyd Street Ry. Co.....              | .6     | 3,000          |
| Craig Street Passenger Ry. Co.....   | 6.7    | 48,000         |
| East End Street Ry. Co.....          | 1.1    | 600            |
| Grant Street Ry. Co.....             | .6     | 300            |
| Highland Street Ry. Co.....          | 2.1    | 15,000         |
| Howe Street Ry. Co.....              | 2.2    | 18,000         |
| Larimer Street Ry. Co.....           | 1.6    | 15,000         |
| Market Street Ry. Co.....            | .3     | 500            |
| People's Street Ry. Co.....          | 5.2    | 35,000         |
| Wilksburg & East Liberty Ry. Co..... | 2.4    | 14,300         |

The properties controlled by this company have been operated by the Pittsburgh Traction Co. on a 99 year contract dated Jan. 1, 1892 (see Pittsburgh Traction Co. for terms and conditions), but on Apr. 1, 1896, the company's lines were leased to the Consolidated Traction Co. for 950 years, at a rental of \$120,000 per annum, equivalent to 4 p. c. on the capital stock.

**Capital Stock**, authorized and issued, \$3,000,000, par value, \$50 per share. Dividends payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburgh.

Please note date of information at end of each report.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$1,500,000; dated July 1, 1890, due 1930; coupon, but may be registered; int. payable Jan. and July.

**Operation.**—Is included in the report of the Consolidated Traction Co. (which see).

**Plant and Equipment.**—(See Consolidated Traction Co.)

**References.**—Description of road, Vol. VII, May, '91, p. 259; Vol. VII, Souv., '91, p. 23 (ill.).

Date of information, Mar., 1903.

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**Monongahela Street Railway Co.**—Chartered Apr. 13, 1898. Municipal franchise granted May 9, 1898. Annual meeting second Monday in Jan. This company is a consolidation of the Homestead & Highlands Street Ry. Co., the Braddock & Homestead Street Ry. Co., the Schenley Park & Highlands Ry. Co., and the Braddock & Duquesne St. Ry. Co. In Dec., 1901, the Pitcairn & Wilmerding St. Ry. Co., the Wilksburg & Verona St. Ry. Co. and the Wilksburg & East Pittsburgh St. Ry. Co. were consolidated and merged with this company, and the road was leased to the Consolidated Traction Co., which is now operated by the Pittsburgh Railways Co.

**Capital Stock.** authorized and issued, \$7,000,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued \$1,000,000; dated June 1, 1898, due 1928; denom. \$1,000; int. payable June and Dec. at the office of Union Trust Co., trustee of mortgage.

Wilksburg & East Pittsburgh St. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$2,000,000; dated Sept. 1, 1899, due 1929.

Wilksburg & Verona St. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$700,000; dated June 1, 1901, due 1931.

Pitcairn & Wilmerding St. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued \$700,000; dated July 1, 1901, due 1931.

|                           | 1899.     | 1900.     | 1901.     | 6 mos. end'g<br>Dec. 31, 1901. |
|---------------------------|-----------|-----------|-----------|--------------------------------|
| Receipts from passengers. | \$122,609 | \$282,880 | \$354,044 | \$358,727                      |
| " other sources.          | 2,257     | 2,214     | 2,249     | 2,902                          |
| " total.                  | 124,866   | 285,094   | 356,293   | 361,629                        |
| Operating expenses.       | 84,334    | 164,813   | 224,153   | 203,465                        |
| Earnings from operation.  | 40,532    | 120,281   | 132,140   | 158,164                        |
| Deductions from earnings. |           |           |           |                                |
| Taxes.                    | 5,555     | 8,343     | 8,639     | 14,606                         |
| Interest.                 | 25,000    | 50,000    | 50,000    | 75,000                         |
| Other deductions.         |           | 17,339    | 1,020     | 144,865                        |
| Net income.               | 9,977     | 44,599    | 72,481    | *76,307                        |

\* Deficit.

#### OPERATING EXPENSES.

|                                   | Year ending June 30, 1901. | 6 mos. end'g<br>Dec. 31, 1901. |
|-----------------------------------|----------------------------|--------------------------------|
| General expenses.                 |                            | \$ 44,499                      |
| Transportation expenses.          |                            | 145,422                        |
| Maintenance of way and buildings. |                            | 12,863                         |
| " equipment.                      |                            | 21,369                         |
| Total.                            |                            | \$224,153                      |
| Passengers carried.               | 9,221,189                  | 9,214,351                      |

#### Balance Sheet.—Dated June 30,

| ASSETS.                    | 1899.       | 1900.       | 1901.       | 1902.        |
|----------------------------|-------------|-------------|-------------|--------------|
| Cost of road.              | \$1,946,486 | \$2,079,418 | \$2,231,865 | \$10,091,702 |
| " equipment.               | 306,853     | 330,258     | 334,945     | 1,431,977    |
| Cash.                      | 7,656       | 19,254      | 14,383      | 64,699       |
| Bills and accts. receiv.   | 20,510      | 74,847      |             |              |
| Material and supplies.     | 2,442       | 2,672       | 6,539       |              |
| Open accounts.             |             |             | 56,699      | 64,970       |
| Sundries.                  |             |             | 77,587      | 272,045      |
| Profit and loss (deficit). | 3,875       |             |             |              |
| Total.                     | \$2,287,322 | \$2,506,449 | \$2,722,018 | \$11,925,393 |

#### LIABILITIES.

|                            |             |             |             |              |
|----------------------------|-------------|-------------|-------------|--------------|
| Capital stock.             | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$ 7,000,000 |
| Funded debt.               | 1,000,000   | 1,000,000   | 1,000,000   | 4,400,000    |
| Loans.                     | 240,000     | 400,000     |             | 365,000      |
| Accrued interest.          | 4,167       | 4,167       | 4,167       |              |
| Other liabilities.         | 43,155      | 61,556      | 604,644     | 110,951      |
| Profit and loss (surplus). |             | 40,726      | 113,270     | 49,441       |
| Total.                     | \$2,287,322 | \$2,506,449 | \$2,722,018 | \$11,925,393 |

**Plant and Equipment.**—Miles of track (electric), 55.58; gauge, 5 ft. 2½ in.; 90 lb. rail; 70 motor cars, 1500 k. w. power of station plant; Buckeye engines, West dynamos and motors, Laclede cars, McGuire trucks.

**Officers.**—Pres. W. L. Mellon, V. Pres. A. W. Mellon, Sec. Geo. S. Davison, Treas. R. B. Mellon.

**Directors.**—A. W. Mellon, R. B. Mellon, W. S. Mitchell, George S. Davison, W. L. Mellon.

**General Office,** 512 Smithfield St., Pittsburgh, Pa.

Date of information Mar., 1903.

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**Pittsburg Railway Co.**—This company is the successor to the Southern Traction Co., which was chartered in 1900 to consolidate the lines operated by the West End Traction Co. and all the lines about Pittsburg south of the Monongahela River. On Dec. 30, 1901, by vote of the directors, the name of the Southern Traction Co. was changed to the Pittsburg Railways Co. On Jan. 1, 1902, this company, as the operating company, assumed control of all the street railway properties owned and controlled by the Philadelphia Co.

**Capital Stock.**—Common Stock, authorized and issued, \$2,500,000; preferred stock, 5 p. c. cumulative, authorized and issued, \$2,500,000.

**Funded Debt.**—First mortgage collateral trust 5 p. c. gold bonds, authorized, \$4,000,000, issued, \$3,100,000; held in treasury for future improvements, \$900,000; dated Oct. 1, 1900, due 1950; denom. \$1,000, coupon but may be registered, not subject to call before maturity; int. payable at office of Union Trust Co. of Pittsburg, trustee.

#### PRIOR LIENS.

West End Traction Co.'s consolidated mortgage 5 p. c. bonds, issued, \$725,000. (For full description of all prior liens see report of West End Traction Co.)

Pittsburg, Crafton & Mansfield Street Ry. Co.'s first mortgage 5 p. c. bonds; issued, \$250,000.

Pittsburg & West End Passenger Ry. Co.'s first mortgage 5 p. c. bonds; issued, \$500,000.

#### SECURITIES OWNED.

The following entire issues of securities are now owned by this company:

50,000 shares common stock of West End Traction Co.  
50,000 shares preferred stock of West End Traction Co.  
400 shares capital stock of McKees Rocks & Ingram Street Ry. Co.  
400 shares capital stock of Pittsburg, Banksville & Mt. Lebanon Street Ry. Co.  
300 shares capital stock of McKees Rocks & Neville Island Street Ry. Co.  
120 shares capital stock of Crafton & Chartier's Valley Traction Co.  
120 shares capital stock of Virginia Avenue Street Ry. Co.  
100 shares capital stock Carnegie Bridge Co.

**Operation.**—This report includes the West End Traction Co. for 3 mos. and the Southern Traction Co. for 9 mos., for year ending June 30, 1901. The report for the 6 mos. ending June 30, 1902, and Mar. 31, 1903, include the entire system.

|                           | Year endg.<br>June 30, 1901. | 6 mos. endg.<br>June 30, 1902. | Year endg.<br>Mar. 31, 1903. |
|---------------------------|------------------------------|--------------------------------|------------------------------|
| Receipts from passengers. | \$562,619                    | \$3,711,003                    | \$8,276,565                  |
| " other sources.          | 11,203                       | 256,472                        | 118,449                      |
| " total.                  | 573,822                      | 3,967,475                      | 8,395,014                    |
| Operating expenses.       | 290,791                      | 2,002,885                      | 4,802,623                    |
| Earnings from operation.  | 283,031                      | 1,964,590                      | 3,592,391                    |
| Deductions from earnings. |                              |                                |                              |
| Taxes.                    | 29,048                       | 210,705                        |                              |
| Interest on funded debt.  | 168,113                      | 685,804                        | 1,380,592                    |
| Rentals.                  |                              | 940,487                        |                              |
| Other expenses.           | 982                          | 25,532                         | 1,059,548                    |
| Net income.               | 84,888                       | 102,062                        | 1,152,251                    |
| Dividends.                |                              |                                | 870,000                      |
| Surplus.                  |                              |                                | 282,251                      |
| Total surplus.            |                              |                                | 206,962                      |

#### OPERATING EXPENSES.

|                                   | Year ending June 30, 1902. |             |
|-----------------------------------|----------------------------|-------------|
| General expenses.                 |                            | \$ 331,332  |
| Transportation expenses.          |                            | 1,235,672   |
| Maintenance of way and structure. |                            | 124,034     |
| " of equipment.                   |                            | 311,249     |
| Total.                            |                            | \$2,002,885 |

#### STATISTICS OF TRAFFIC.

|                                  | 6 mos. ending<br>June 30, 1902. | Year ending<br>Mar. 31, 1903. |
|----------------------------------|---------------------------------|-------------------------------|
| Passengers carried.              | 74,621,981                      | 164,407,446                   |
| Car miles run.                   |                                 | 33,577,214                    |
| Total receipts per car mile.     |                                 | \$ .247                       |
| Operating expenses per car mile. |                                 | .143                          |

#### Balance Sheet.—Dated June 30,

| ASSETS.                     | 1901.       | 1902.        |
|-----------------------------|-------------|--------------|
| Cost of road and equipment. | \$4,517,616 | \$ 770,514   |
| Stock of other co.'s.       | 5,072,000   | 5,072,000    |
| Property and franchises.    |             | 4,367,620    |
| Cash.                       | 36,142      | 37,724       |
| Material and supplies.      | 4,685       | 197,084      |
| Other liabilities.          | 11,382      | 1,259,090    |
| Total.                      | \$9,641,826 | \$11,704,034 |

#### LIABILITIES.

|                        |             |              |
|------------------------|-------------|--------------|
| Capital stock.         | \$5,000,000 | \$ 5,000,000 |
| Funded debt.           | 4,479,000   | 4,579,000    |
| Accrued interest.      | 37,580      | 180,033      |
| Bills payable.         | 61,698      | 650,000      |
| Accounts payable.      | 52,183      | 715,474      |
| Other liabilities.     |             | 459,465      |
| Profit and loss (sur.) | 11,365      | 120,062      |
| Total.                 | \$9,641,826 | \$11,704,034 |

Please note date of information at end of each report.







**Plant and Equipment.**—(See report of West End Traction Co.) Miles of track 400.68, 1541 cars.

**Officers.**—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy.

**Directors.**—J. D. Callery, J. H. Reed, Joshua Rhodes, A. W. Mellon, T. H. Given, P. A. B. Widener, W. K. McMullin.

**General Office,** 435 Sixth Ave., Pittsburgh, Pa.

Date of information, May, 1903.

For map of system see inset between pages 256 and 257.

**Philadelphia Co.**—This company was originally a natural gas company. It now controls all the artificial lighting and heating plants in Pittsburgh and Allegheny. In Oct., 1899, this company entered the street railway field and exchanged its stock for that of the United Traction Co., and since that time has absorbed a number of other street railway properties in Pittsburgh and Allegheny, comprising 411 miles of track. The following is a list of the street railway properties controlled by this company, with number of shares owned.

United Traction Co. of Pittsburgh, common stock, 339,998 shares out of a total issue of 340,000 shares.

\* Consolidated Traction Co., common stock, 284,249 shares out of a total issue of 300,000 shares; preferred stock, 232,757 shares out of a total issue of 240,000 shares.

Southern Traction Co., common stock, 50,000 shares; preferred stock, 50,000 shares.

East McKeesport Street Ry. Co., common stock, 5,000 shares.

Tustin Street Ry. Co., common stock, 24 shares.

Pittsburg & Charleroi Ry. Co., the entire capital stock, 200 shares.

On Jan. 1, 1902, the Pittsburg Railways Co. assumed control under an operating contract, of all the street railway properties owned by the Philadelphia Company.

In May 1902, the Philadelphia Co. purchased all the elevated railway franchises secured by the Bigelow-Olivers-Quay syndicate at the last session of the legislature.

\* This stock is held as security for the collateral trust bonds of 1901, which bonds are also a second lien on certain of the constituent illuminating companies.

**Capital Stock.**—Common, authorized, \$30,000,000, issued, \$28,953,029; par value, \$50 per share.

5 p. c. non cumulative stock, authorized, \$6,000,000, issued, \$5,744,812; par value, \$50 per share.

This company also owns stocks of the following underlying companies:

United Traction Co., common stock, \$17,000,000.

Consolidated Gas Co., common stock, \$4,000,000.

**Funded Debt.**—First and collateral trust mortgage 5 p. c. gold bonds, authorized, \$6,500,000, issued, \$5,550,000; coupon but may be registered; dated Mar. 1, 1899, due 1949; denom. \$1,000; int. payable Mar. and Sept.; Maryland Trust Co., Baltimore, Md., trustee of mortgage.

Consolidated and collateral trust mortgage 5 p. c. gold bonds, authorized, \$22,000,000, issued, \$12,312,850; dated Nov. 1, 1901, due 1951; denom. \$1,000; int. payable May and Nov.; Continental Trust Co., Baltimore, Md., trustee of mortgage.

United Traction Co.'s general mortgage 5 p. c. gold bonds, authorized, \$10,000,000, issued, \$4,750,000; coupon but may be registered; dated July 1, 1897, due 1997; denom. \$1,000; Maryland Trust Co., Baltimore, Md., trustee of mortgage.

United Traction Co.'s div. 5 p. c. and 6 p. c. bonds, \$5,250,000; dated 1889-1894.

East McKeesport Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$250,000; dated Dec. 1, 1889, due 1929; denom. \$1,000; int. payable July and Dec., at Fidelity Title & Trust Co., Pittsburgh, trustee of mortgage.

Allegheny County Light Co.'s first mortgage 6 p. c. bonds, \$500,000.

East End Electric Light Co.'s first mortgage 6 p. c. bonds, \$500,000.

Consolidated Gas Co.'s first mortgage 5 p. c. gold bonds, \$5,000,000.

Braddock Gas & Light Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$40,000.

Southern Heat, Light & Power Co.'s first mortgage 5 p. c. gold bonds, authorized, \$300,000, issued, \$200,000.

Monongahela Light & Power Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,700,000.

**Officers.**—Pres. J. H. Reed, V. Pres. J. D. Callery, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Gen. Man. J. F. Guffey, Audr. C. S. Mitchell.

**Directors.**—J. H. Reed, J. D. Callery, T. H. Given, W. L. Elkins, Joshua Rhodes, M. K. McMullin, Geo. H. Frazier, H. J. Bowdoin, P. Calhoun.

Date of information, Mar., 1903.

**Pittsburg & Birmingham Traction Co.**—Chartered Aug. 15, 1889. Annual meeting second Tuesday in Aug. This company is the owner or lessee of the following named corporations:

Arlington Avenue Street Ry. Co.  
Bingham Street Ry. Co.  
Birmingham, Knoxville & Allentown Traction Co.  
Birmingham Street Ry. Co.  
Bradford & South Ninth Street Ry. Co.  
Brownsville Avenue Street Ry. Co.  
Hill-Top Ry. Co.  
Jane Street Ry. Co.  
Knoxville Street Ry. Co.  
Lower St. Clair Street Ry. Co.  
McKean Street Ry. Co.  
Mount Oliver Incline Plane Ry. Co.  
Pittsburg, Hill-Top & Castle Shannon Street Ry. Co.  
Pittsburg & Birmingham Passenger R. R. Co.  
Pittsburg & Birmingham Traction Co.  
Pittsburg & Hill-Top Street Ry. Co.  
Pittsburg & Homestead & Munhall Street Ry. Co.  
Pittsburg Incline Plane Co.  
Pittsburg & Knoxville Street Ry. Co.  
Pittsburg, Knoxville & St. Clair Street R. R. Co.  
Pittsburg & Ormsby Passenger R. R. Co.  
Rural Street Ry. Co.  
South Side Passenger R. R. Co.  
West Liberty Street Ry. Co.

In Dec., 1901, this company was leased to the United Traction Co., which is now operated by the Pittsburg Railways Co.

**Capital Stock,** authorized and issued, \$3,000,000; par value, \$50 per share.

**Funded Debt.**—General mortgage 5 p. c. gold bonds, authorized and issued, \$1,500,000; coupon, but may be registered; dated Nov. 20, 1889, due Nov. 1, 1929; denom. \$1,000; int. payable May and Nov., at office of company; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, Pa.

Debenture 6 p. c. bonds, \$115,000; dated Sept. 1, 1892, due Sept. 1, 1917; int. payable Mar. and Sept. \*

The company has guaranteed the following bond issues:

South Side Passenger Ry. Co.'s 5 p. c. bonds \$10,000; dated 1891, due 1901; int. payable Apr. and Oct.

Birmingham, Knoxville & Allentown Traction Ry. Co.'s 6 p. c. bonds, \$500,000; dated Sept. 1, 1891, due 1931; int. payable Mar. and Sept.

Brownsville Ave. Street Ry. Co.'s 5 p. c. bonds, \$300,000; dated Oct. 1, 1896, due 1926; int. payable Apr. and Oct.; Fidelity Title & Trust Co., Pittsburgh, Pa., trustee of mortgage.

West Liberty Street Ry. Co.'s first mortgage 5 p. c. gold bonds, \$400,000; dated July 1, 1900, due 1930; int. payable Jan. and July; Pittsburg Trust Co., Pittsburgh, Pa., trustee of mortgage.

|                                                  | Year ending June 30, |           | 6 mos. end'g |                |
|--------------------------------------------------|----------------------|-----------|--------------|----------------|
|                                                  | 1899.                | 1900.     | 1901.        | Dec. 31, 1901. |
| Receipts from pass. ....                         | \$458,785            | \$533,177 | \$537,248    | \$289,142      |
| " other sources. ....                            | 21,086               | 99,278    | 124,679      | 103,315        |
| " total. ....                                    | 479,871              | 632,455   | 661,927      | 392,457        |
| Operating expenses. ....                         | 224,608              | 251,432   | 225,699      | 158,071        |
| Earnings from operation. ....                    | 255,263              | 381,023   | 436,228      | 234,386        |
| Deduct. from earnings.                           |                      |           |              |                |
| Interest. ....                                   | 120,500              | 120,500   | 145,279      | 80,437         |
| Taxes. ....                                      | 16,074               | 17,006    | 31,368       | 16,412         |
| Rentals. ....                                    | 12,000               | 35,948    | 54,347       | 21,150         |
| Bridge tolls. ....                               | 23,692               | 90,388    |              |                |
| Other expenses. ....                             |                      |           | 67,702       | 96,044         |
| Net income. ....                                 | 82,997               | 117,181   | 137,532      | 20,345         |
| Dividends paid. ....                             | 60,000               | 90,000    | 90,000       |                |
| Per cent. operating exp. to total receipts. .... | 46.8                 | 46.8      | 34.1         | 35.7           |

#### OPERATING EXPENSES.

| Year ending                            | June 6 mos. ending |                |
|----------------------------------------|--------------------|----------------|
|                                        | 30, 1901.          | Dec. 31, 1901. |
| General expenses. ....                 | \$ 18,634          | \$ 43,194      |
| Transportation expenses. ....          | 166,867            | 98,130         |
| Maintenance of way and buildings. .... | 5,813              | 3,303          |
| " " equipment. ....                    | 34,385             | 13,443         |
| Total. ....                            | \$225,699          | \$158,071      |
| Passengers carried. ....               | 11,408,673         | 6,285,870      |

#### Balance Sheet.—Dated June 30,

|                              | 1899.       | 1900.       | 1901.       | 1902.       |
|------------------------------|-------------|-------------|-------------|-------------|
| <b>ASSETS.</b>               |             |             |             |             |
| Prop. and franchises. ....   | \$2,898,030 | \$2,898,803 | \$2,892,237 | \$2,951,495 |
| Cost of road and equip. .... | 1,638,888   | 1,638,888   | 1,638,888   | 1,638,888   |
| Stocks. ....                 | 1,003,550   | 1,003,813   | 1,208,463   | 1,404,345   |
| Cash assets. ....            | 16,961      | 24,139      | 29,521      | 69,914      |
| Other assets. ....           | 980         | 1,240       | 1,430       | 108,195     |
| Accounts receivable. ....    | 129,752     | 124,257     | 173,981     |             |
| Materials and supplies. .... | 10,976      | 13,273      | 12,799      |             |
| Mercantile Trust Co. ....    | 8,285       |             |             |             |
| Total. ....                  | \$5,707,422 | \$5,704,413 | \$5,957,318 | \$6,172,838 |

Please note date of information at end of each report.

| LIABILITIES.              | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....        | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 |
| Funded debt.....          | 1,500,000   | 1,500,000   | 1,500,000   | 1,500,000   |
| Guaranteed bonds.....     | 810,000     | 810,000     | 1,010,000   | 1,210,000   |
| Debenture bonds.....      | 147,000     | 131,000     | 124,000     | 115,000     |
| Bills payable.....        |             | 15,261      |             |             |
| Accounts payable.....     | 44,238      | 36,262      | 59,389      | 55,487      |
| Sundries.....             | 36,572      | 38,487      | 43,004      | 51,081      |
| Loans.....                | 23,389      |             |             |             |
| Profit and loss (sur.)... | 146,223     | 173,403     | 220,925     | 241,269     |
| Total.....                | \$5,797,422 | \$5,704,413 | \$5,957,318 | \$6,172,838 |

**Plant and Equipment.**—Miles of track (electric), 33.8, gauge, 5 ft. 2½ in.; 12 in. 90 lb. and 63½ lb. Johnson girder rail; 78 Hamilton-Corliss and Allis engines, West. dynamos and motors, Gilbert and St. Louis cars.

**Officers.**—Pres. W. L. Mellon, V. Pres. A. W. Mellon, Sec. Geo. S. Davison, Treas. R. B. Mellon, Asst. Sec. & Treas. W. H. Rogers.

**Directors.**—W. L. Mellon, A. W. Mellon, R. B. Mellon, Geo. S. Davison, W. S. Mitchell, C. F. Farren, J. H. Gross.

**General Office,** 512 Smithfield St., Pittsburgh, Pa.

**References.**—Description of road, Vol. VII, Aug. '91, p. 426 (ill.); Vol. VII, Souv., '91, p. 30 (ill.); annual report, Vol. X, Nov., '94, p. 755.

Date of information, Mar., 1903.

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**Pittsburg & Charleroi Railway Co.**—This road is now under construction. The entire capital stock of this company is owned by the Philadelphia Co., and the road is leased to the United Traction Co.

**Plant and Equipment.**—Miles of track, 18.

**Officers.**—Pres. F. M. Ross, Sec. R. P. Dickson, Treas. W. S. Mitchell, Asst. Sec. & Treas. Weaver H. Rogers.

**General Office,** 512 Smithfield St., Pittsburgh, Pa.

Date of information, Mar., 1903.

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**Suburban Rapid Transit Street Railway Co.**—Chartered Sept. 28, 1886. In Aug., 1899, the South Twenty-second St. Ry. Co. was consolidated with this company, which has entirely rebuilt and extended its road. On Jan. 1, 1902, this road was leased to the Consolidation Traction Co. for 999 years. Since Jan. 1, 1902, the property has been operated by the Pittsburgh Railways Co.

**Capital Stock,** authorized and issued, \$1,400,000.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, authorized and issued, \$200,000.

| Operation.—Year ending   | June 30, |          |          | 6 mos. ending |                |
|--------------------------|----------|----------|----------|---------------|----------------|
|                          | 1898.    | 1899.    | 1900.    | 1901.         | Dec. 31, 1901. |
| Gross receipts . . . . . | \$45,445 | \$45,071 | \$38,249 | \$126,577     | \$88,999       |
| Operating expenses..     | 31,465   | 33,025   | 30,015   | 66,773        | 41,123         |
| Earns. from opr. . . . . | 13,980   | 12,046   | 8,234    | 59,804        | 47,876         |
| Deduct. from earn..      |          |          |          |               |                |
| Int. on funded debt      | 13,691   | 12,000   | 16,000   | 12,000        | 6,000          |
| Taxes. . . . .           | 1,075    | 1,286    | 1,272    | 2,694         | 2,913          |
| Rentals. . . . .         |          |          |          | 17,449        | 14,258         |
| Other deductions...      | 660      | 2,263    | 2,444    | 11,642        | 1,472          |
| Net income. . . . .      | *1,446   | *2,503   | *11,482  | 16,019        | 23,232         |

\*Deficit.

#### OPERATING EXPENSES.

| 6 mos. ending Dec. 31, 1901.           |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 5,122  |
| Transportation expenses.....           | 30,691    |
| Maintenance of way and structures..... | 870       |
| “ of equipment.....                    | 4,440     |
|                                        | <hr/>     |
| Total.....                             | \$41,123  |
| Passengers carried.....                | 1,743,717 |

| Balance Sheet.—Dated June 30, | 1898.     | 1899.     | 1900.     | 1901.       | 1902.       |
|-------------------------------|-----------|-----------|-----------|-------------|-------------|
| ASSETS.                       |           |           |           |             |             |
| Cost of road.....             | \$221,258 | \$327,994 | \$622,996 | \$ 790,765  | \$ 807,650  |
| “ equipment..                 | 98,650    | 102,082   | 167,909   | 171,267     | 211,451     |
| Cash.....                     | 305       |           |           | 45,498      | 22,073      |
| Material & supplies.          | 9,596     | 1,942     | 1,007     | 2,246       | 1,757       |
| Sundries.....                 | 900       | 10        | 2,611     | 2,236       | 7,328       |
| Profit and loss (def.).       | 19,704    | 3,504     | 16,078    | 59          |             |
| Total.....                    | \$350,413 | \$435,532 | \$810,601 | \$1,012,071 | \$1,050,260 |

| LIABILITIES.          | 1899.     | 1900.     | 1901.     | 1902.       |
|-----------------------|-----------|-----------|-----------|-------------|
| Capital stock.....    | \$122,000 | \$200,000 | \$212,000 | \$ 800,000  |
| Funded debt.....      | 200,000   | 200,000   | 200,000   | 200,000     |
| Accrued interest..... | 2,800     |           | 4,000     | 4,000       |
| Loans.....            | 25,000    | 33,500    | 393,500   | 46,260      |
| Accounts payable....  | 613       | 1,991     | 1,101     | 7,195       |
| Sundries.....         |           | 51        |           | 876         |
| Total.....            | \$350,413 | \$435,532 | \$810,601 | \$1,012,071 |

Total.....\$350,413 \$435,532 \$810,601 \$1,012,071 \$1,050,260

**Plant and Equipment.**—Miles of track (electric), 11.29; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 19 motor cars; 2 engines, 2 dynamos; Fisher, and Harrisburg engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

**Officers.**—Pres. T. H. Given, Sec. & Treas. A. E. Braun.

**Directors.**—T. H. Given, M. K. McMullin, Joshua Rhodes, J. H. Reed, D. C. Noble.

**General Office,** Fifth Ave. & Wood St., Pittsburgh, Pa.

**Power Station,** Mount Oliver, Pittsburgh.

**References.**—Description of road, Vol. VII, Souv., '91, p. 35 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1903.

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**United Traction Co. of Pittsburgh.**—Chartered July 27, 1896, for 999 years. Annual meeting second Monday in Oct. This company has purchased all the property and franchises of The Second Avenue Traction Co. (including the McKeesport & Reynoldton Passenger Ry. Co., and the Pittsburgh, Glenwood & Homestead Passenger Street Ry. Co.) and the North Side Traction Co. (which was leased to the Second Avenue Traction Co., and which leases the Federal Street & Pleasant Valley Passenger Ry. Co.). This company has also purchased the capital stock, and has leased the property of the Pittsburgh, Allegheny & Manchester Traction Co. (lessor of the Union Passenger Ry. Co.), for 950 years from June, 1897. In Dec., 1901, this company leased the property of the Pittsburgh & Birmingham Traction Co. and Pittsburgh & Charleroi Street Ry. Co. On Jan. 1, 1902, the Pittsburgh Railways Co. assumed control of the road under an operating contract. In Mar., 1903, 339,998 shares out of 340,000 shares of the common stock of this company had been acquired by the Philadelphia Co., of Pittsburgh.

**Capital Stock.**—Common stock, authorized and issued, \$17,000,000; par value, \$50 per share.

Preferred cumulative stock, authorized and issued, \$3,000,000; par value, \$50 per share.

**Funded Debt.**—General mortgage 5 p. c. gold bonds, authorized \$10,000,000, issued \$4,750,000; in escrow (see Note), \$5,250,000; coupon, but may be registered; dated July, 1897, due 1997; denom. \$1,000; int. payable Jan. and July, in New York City; trustee of mortgage, Maryland Trust Co., of Baltimore.

#### PRIOR LIENS.

Federal Street & Pleasant Valley Passenger Ry. Co.'s consolidated mortgage, 5 p. c. bonds, \$1,250,000.

Pittsburg, Allegheny & Manchester Traction Co.'s general mortgage bonds, \$1,500,000.

Second Avenue Traction Co.'s first mortgage 5 p. c. bonds, \$2,500,000.

**Note.**—\$5,250,000 of the United Traction Co.'s bonds are held in escrow to retire the bond issues of the leased companies described above.

**Operation.**—The combined operating report of the leased companies up to the date of their lease, and of the completed system after that date is as follows:

| Year ending June 30,       | 1899.       | 1900.       | 1901.       | 1901.       |
|----------------------------|-------------|-------------|-------------|-------------|
|                            |             |             |             | Dec. 31,    |
| Receipts from passengers.. | \$1,578,356 | \$1,783,461 | \$1,935,989 | \$1,065,123 |
| “ other sources....        | 25,797      | 33,225      | 22,126      | 38,736      |
| “ total.....               | 1,604,266   | 1,816,686   | 1,958,115   | 1,103,859   |
| Operating expenses.....    | 732,272     | 836,641     | 914,276     | 530,164     |
| Earnings from operation..  | 871,994     | 980,045     | 1,043,839   | 573,695     |
| Deductions from earnings.  |             |             |             |             |
| Taxes.....                 | 80,115      | 130,973     | 118,015     | 58,214      |
| Interest.....              | 501,550     | 501,540     | 518,475     | 250,755     |
| Rentals.....               | 32,867      | 32,868      | 33,467      | 35,424      |
| Other deductions.....      | 8,150       | 12,804      |             | 10,436      |
| Net income.....            | 249,312     | 301,860     | 373,881     | 218,864     |
| Dividends.....             | 150,000     | 150,000     | 150,000     | 75,000      |
| To surplus account.....    | 99,312      | 151,860     | 223,882     | 143,864     |
| Total surplus.....         |             |             |             | 583,304     |

#### OPERATING EXPENSES.

| Year ending June 30,                  | 1899. | 1900. | 1901.     | 6 mos. end'g   |
|---------------------------------------|-------|-------|-----------|----------------|
|                                       |       |       |           | Dec. 31, 1901. |
| General expenses.....                 |       |       | \$151,776 | \$ 97,169      |
| Transportation expenses.....          |       |       | 565,772   | 303,056        |
| Maintenance of way and buildings..... |       |       | 73,906    | 54,120         |
| “ of equipment.....                   |       |       | 122,821   | 75,819         |
| Total.....                            |       |       | \$914,276 | \$530,164      |
| Passengers carried.....               |       |       |           | 40,659,674.    |

| Balance Sheet.—Dated Dec. 31, | 1899.        | 1900.        | 1901.        | 1902.        |
|-------------------------------|--------------|--------------|--------------|--------------|
| ASSETS.                       |              |              |              |              |
| Cost of road & equip..        | \$30,666,525 | \$30,671,575 | \$17,100,965 | \$17,529,568 |
| Other perm't invest.          |              |              | 13,905,050   | 13,915,050   |
| Cash.....                     | 18,233       | 90,975       | 12,442       |              |
| Bills and accts. receiv.      | 21,313       | 46,170       | 1,171        |              |
| Materials and supplies        | 56,902       | 63,294       | 39,026       |              |
| Other assets.....             | 4,337        | 8,278        | 29,710       |              |
| Total.....                    | \$30,777,309 | \$30,880,292 | \$31,088,364 | \$31,444,618 |

Please note date of information at end of each report.

| LIABILITIES.              | 1899.        | 1900.        | 1901.        | 1902.        |
|---------------------------|--------------|--------------|--------------|--------------|
| Capital stock.....        | \$20,000,000 | \$20,000,000 | \$20,000,000 | \$20,000,000 |
| Funded debt.....          | 10,000,000   | 10,000,000   | 10,000,000   | 10,000,000   |
| Accrued interest.....     | 27,833       | 27,834       | 73,814       |              |
| Bills and accts. pay....  | 437,249      | 596,827      | 487,971      | 861,314      |
| Other liabilities.....    | 2,887        |              | 72,397       |              |
| Dividends.....            | 75,000       |              |              |              |
| Rental.....               | 14,993       |              | 14,743       |              |
| Betterments.....          | 3,810        |              |              |              |
| Profit and loss (surp.).. | 215,538      | 255,631      | 439,440      | 583,304      |

Total.....\$30,777,309 \$30,880,292 \$31,088,365 \$31,444,618

Dividends in 1898, 1899, 1900, 1901 and 1902, 5 p. c. on preferred stock.

**Plant and Equipment.**—Miles of track (electric), 117.13; gauge, 5 ft. 2½ in.; 385 cars, of which 337 are motor cars and 48 trail cars; Providence and Russell engines, West. dynamos, Gen. Elec. and West. motors, Laclede, St. Louis and Pullman cars.

**Officers.**—Pres. Jas. D. Callery, Asst. to Pres. S. L. Tone, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy, Ch. Engr. F. Uhlenhaut, Jr.

**Directors.**—Jas. D. Callery, M. K. McMullin, H. J. Bowdoin, P. Calhoun, J. H. Reed.

**General Office.**—435 6th Ave., Pittsburgh, Pa.

**References.**—Transfer of stock, Vol. XIII, Dec., '97, p. 870; life of gears, pinions and trolley wheels, Vol. XIV, Jan., '98, p. 11; wheel records, Vol. XIV, Jan., '98, p. 11; operating detail, Vol. XIV, Mar., '98, p. 137 (ill.); description of system, Vol. XV, July, '99, p. 44 (ill.) map.

Date of information Mar., 1903.

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**West End Traction Co.**—Chartered Nov. 15, 1897, as a consolidation of the Pittsburgh & West End Passenger Ry. Co., the Pittsburgh, Crafton & Mansfield Street Ry. Co., the Pittsburgh, Neville Island & Coraopolis Ry. Co., the West End, Mt. Washington & Banksville Ry. Co. (only partly built), and the Carnegie Heidelberg & Bridgeville Street Ry. Co. (partly constructed). This company commenced operating the properties named on Jan. 1, 1898. In Aug., 1900, the properties of this company and its constituent companies were consolidated into the Southern Traction Co., the name of which was changed to the Pittsburgh Railways Co. on Jan. 1, 1902.

**Capital Stock.**—Common stock, authorized and issued, \$2,500,000.

Preferred stock, authorized and issued \$2,500,000.

**Funded Debt.**—Consolidated mortgage 5 p.c. bonds, authorized, \$1,500,000, issued, \$725,000; in escrow (see Note) \$750,000, in treasury; \$25,000; dated Jan. 1, 1898, due 1938; int. payable Jan. and July, trustee of mortgage, Union Trust Co., of Pittsburgh.

Pittsburgh, Crafton & Mansfield Street Ry. Co.'s first mortgage 5 p. c. bonds authorized and issued, \$250,000; dated July 1, 1894, due 1924; int. payable Jan. and July at office of Pittsburgh Trust Co., trustee of mortgage.

Pittsburgh & West End Passenger Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, \$500,000; dated July 1, 1892, due 1922; coupon, but may be registered; denom. \$1,000; int. payable Jan. and July at office of City Savings Bank, of Pittsburgh; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburgh.

**Note.**—Of the consolidated mortgage bonds, \$750,000 are held in escrow to retire the underlying bonds described above.

**Officers.**—Pres. James D. Callery, Sec. W. B. Carson, Treas. C. J. Braun, Jr.

**Directors.**—Jas. D. Callery, J. H. Reed, Joshua Rhodes, T. H. Given, M. K. McMullin, W. B. Carson.

**General Office,** 435 Sixth Ave., Pittsburgh.

**Reference.**—Pittsburgh & West End Passenger Ry. Co.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Mar., 1903.

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**East McKeesport Street Railway Co.**—Chartered June 26, 1899. This road is leased to the United Traction Co., of Pittsburgh, and operated by the Pittsburgh Railways Co.

**Capital Stock,** authorized and issued, \$250,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized and issued, \$250,000; dated Dec. 1899, due 1929.

**Plant and Equipment.**—Miles of track (electric), 7.10.

**Officers.**—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr.

**Directors.**—J. D. Callery, J. H. Reed, S. L. Tone, W. B. Carson, C. J. Braun, Jr.

Date of information, Mar., 1903.

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**Pittsburgh, McKeesport & Connellsville Railway Co.**—This company was organized in Dec., 1900, as a consolidation of the Connellsville & Uniontown Ry. Co., the McKeesport, Wilmerding & Dequesne Ry. Co., the Connellsville & Leisenring St. Ry. Co., and the McKeesport & Youghiogheny Street Ry. Co. About 80 p. c. of the line is constructed on private rights of way. The company commenced

operation of the properties Jan. 1, 1901, and it now owns the Greensburg & Southern Electric Street Ry., the Uniontown & Monongahela Valley Electric Ry. and the Connellsville Suburban Street Ry.

**Capital Stock,** authorized, \$3,500,000, issued, \$1,650,000.

**Funded Debt.**—First consolidated 5 p. c. gold bonds, authorized, \$3,500,000, issued, \$3,000,000; dated Jan. 1, 1901, due 1931; denom. \$1,000; not subject to call before maturity; int. payable Jan. and July at office of Mercantile Trust Co. of Pittsburgh, trustee.

**Note.**—\$500,000 of the above bonds are reserved for improvements and betterments. Of the \$3,000,000 issued \$231,500 are reserved to retire prior liens. These bonds are not subject to call.

#### Operation.—

|                              | 6 mos.<br>ending<br>June 30,<br>1901. | Year<br>ending<br>June 30,<br>1902. |
|------------------------------|---------------------------------------|-------------------------------------|
| Gross receipts.....          | \$65,191                              | \$203,796                           |
| Operating expenses.....      | 57,748                                | 153,394                             |
| Earnings from operation..... | 7,443                                 | \$50,402                            |
| Deductions from earnings.    |                                       |                                     |
| Taxes.....                   | 521                                   | 4,880                               |
| Interest on funded debt..... | 29,758                                | 84,250                              |
| Net deficit.....             | 22,836                                | 38,728                              |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 22,267 |
| Transportation expenses.....           | 104,069   |
| Maintenance of way and structures..... | 6,281     |
| " " equipment.....                     | 20,777    |

Total.....\$153,394

Passengers carried.....4,634,712

#### Balance Sheet.—Dated June 30,

| ASSETS.                        | 1901.       | 1902.       |
|--------------------------------|-------------|-------------|
| Cost of road.....              | \$2,204,719 | \$3,494,719 |
| Profit and loss (deficit)..... | 22,836      | 61,564      |
| Total.....                     | \$2,227,555 | \$3,556,283 |
| LIABILITIES.                   |             |             |
| Capital stock.....             | \$1,050,000 | \$1,650,000 |
| Funded debt.....               | 1,155,000   | 1,649,500   |
| Loans.....                     | 22,045      | 219,524     |
| Sale of old material.....      | 510         |             |
| Accounts payable.....          |             | 37,259      |
| Total.....                     | \$2,227,555 | \$3,556,283 |

**Plant and Equipment.**—Miles of track (electric) 84.5; gauge, 5 ft. 2½ in.; 70 lb. and 90 lb. girder rail and 70 lb. T rail; 115 motor cars; West. generators, Allis engines, West & Lorain motors, Laclede St. Louis and Brill cars.

**Officers.**—Pres. Hon. Wm. H. Graham, Sec. M. K. Salsbury, Treas. Geo. I. Whitney, Asst. Treas. W. S. Kuhn, Gen. Man. Thos. Elliott.

**Directors.**—E. C. Converse, New York; Hon. W. H. Graham, W. S. Kuhn, M. K. Salsbury, C. A. Painter, Geo. I. Whitney, J. S. Kuhn, Geo. J. Gorman, Wilson A. Shaw, J. B. Van Wagener, Pittsburgh, Pa.

**General Offices,** Title & Trust Bldg., Connellsville, Pa.

**Power Station,** near Connellsville, Pa.

Date of information, Mar., 1903.

z

#### POTTSTOWN.

Population in 1880, 5,305, in 1890, 13,285, in 1900, 13,696.

**Pottstown Passenger Railway Co.**—Chartered July 3, 1890, in perpetuity. Municipal franchise granted in 1892, in perpetuity. Annual meeting second Monday in Jan.

**CAPITAL STOCK,** authorized, \$100,000, issued, \$87,500.

**FUNDED DEBT.**—First mortgage 5 p.c. gold coupon bonds, authorized and issued, \$75,000; dated Apr. 1, 1894, due 1914; denom. \$500 and \$1,000; int. payable Apr. and Oct., at office of The Security Co. of Pottstown, trustee of mortgage.

| OPERATION.—Year ending June 30, | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....             | \$14,478 | \$17,163 | \$23,746 | \$28,396 | \$32,945 |
| Operating expenses....          | 19,847   | 21,719   | 19,698   | 23,034   | 23,604   |
| Earnings from operation         | *5,369   | *4,556   | 4,408    | 5,362    | 9,341    |
| Deduc. from earnings.           |          |          |          |          |          |
| Interest.....                   | 1,115    | 725      | 2,841    | 3,750    | 3,751    |
| Taxes.....                      | 627      | 423      | 770      | 1,437    | 797      |
| Rentals.....                    |          |          |          |          |          |
| Other deductions....            |          |          | 3,172    |          | 1,508    |
| Net income.....                 | *7,111   | *5,704   | *2,735   | 174      | 3,286    |
| *Deficit.                       |          |          |          |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 7,610 |
| Transportation expenses.....           | 12,297   |
| Maintenance of way and structures..... | 2,149    |
| "    " equipment.....                  | 1,547    |
| Total.....                             | \$23,604 |
| Passengers carried.....                | 746,821  |

|                               |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
| ASSETS.                       |           |           |           |           |           |
|                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....             | \$127,627 | \$127,627 | \$127,627 | \$130,291 | \$132,116 |
| " equipment..                 | 29,509    | 29,474    | 29,051    | 29,051    | 30,563    |
| Cash and cur. assets          |           |           |           | 1,291     | 1,466     |
| Other assets.....             | 5         | 617       | 1,526     | 31,050    | 30,861    |
| Profit & loss (deficit)       | 24,081    | 29,785    | 32,521    | 559       |           |
| Total.....                    | \$181,222 | \$187,506 | \$190,725 | \$192,242 | \$195,006 |

|                       |           |           |           |           |           |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| LIABILITIES.          |           |           |           |           |           |
| Capital stock.....    | \$ 62,000 | \$ 62,000 | \$ 87,500 | \$ 87,500 | \$87,500  |
| Funded debt.....      | 44,500    | 45,000    | 75,000    | 75,000    | 75,000    |
| Floating debt.....    | 64,280    | 64,980    | 24,500    | 24,500    | 25,600    |
| Accrued interest...   |           |           |           | 938       | 938       |
| Bills payable.....    |           |           |           | 4,304     |           |
| Other liabilities.... | 10,442    | 15,526    | 3,725     |           | 2,967     |
| Profit & loss (surp.) |           |           |           |           | 3,001     |
| Total.....            | \$181,222 | \$187,506 | \$190,725 | \$192,242 | \$195,006 |

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 48 lb. and 66 lb. T and girder rail; 15 cars, of which 9 are motor cars and 6 trail cars; Ball engines, West. dynamos and motors; St. Louis and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. Geo. N. Malsberger, Sec. Treas. & Man. S. H. Fridy, Supt. & Elec. Geo. H. Miller.

DIRECTORS.—Geo. N. Malsberger, C. Fogely, J. A. Healy, J. C. Sotter, S. H. Fridy.

REFERENCES.—Description of park (brief.), Vol. XII, July, '96, p. 40; description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1903.

**Ringling Rocks Electric Railway Co.**—Chartered Sept. 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, \$100,000, issued, \$50,000.

FUNDED DEBT, authorized and issued, \$54,000.

|                                 |         |         |         |          |         |
|---------------------------------|---------|---------|---------|----------|---------|
| OPERATION.—Year ending June 30, |         |         |         |          |         |
|                                 | 1898.   | 1899.   | 1900.   | 1901.    | 1902.   |
| Receipts from passengers....    | \$4,837 | \$5,503 | \$8,111 | \$ 9,830 | \$8,196 |
| " other sources.....            | 670     | 415     | 627     |          |         |
| " total.....                    | 5,507   | 5,918   | 8,738   |          |         |
| Operating expenses.....         | 7,557   | 6,397   | 7,464   | 10,918   | 10,253  |
| Earnings from operation....     | *2,050  | *479    | 1,274   | *1,088   | *2,057  |
| Deductions from earnings.       |         |         |         |          |         |
| Taxes.....                      |         | 211     | 111     |          |         |
| Interest.....                   |         | 1,620   | 1,192   |          |         |
| Net income.....                 |         | *2,310  | *29     |          |         |
| * Deficit.                      |         |         |         |          |         |

|                               |           |           |           |           |           |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| BALANCE SHEET.—Dated June 30, |           |           |           |           |           |
| ASSETS.                       |           |           |           |           |           |
|                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
| Cost of road.....             | \$ 77,384 | \$ 77,391 | \$ 77,436 | \$ 77,436 | \$ 77,516 |
| " equipment.....              | 37,338    | 37,338    | 37,338    | 37,338    | 37,338    |
| Material on hand.....         | 4,500     |           |           |           |           |
| Cash.....                     |           |           |           |           |           |
| Profit and loss (deficit).    | 8,278     | 15,071    | 16,026    | 6,106     | 7,106     |
| Total.....                    | \$123,000 | \$129,800 | \$130,800 | \$120,880 | \$121,960 |

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| LIABILITIES.              |           |           |           |           |           |
| Capital stock.....        | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$50,000  |
| Funded debt.....          | 54,000    | 54,000    | 54,000    | 54,000    | 54,000    |
| Unfunded debt.....        | 11,500    | 16,000    | 16,000    |           |           |
| Accounts payable.....     |           |           |           | 5,000     | 5,000     |
| Other liabilities.....    |           |           |           |           |           |
| Interest.....             | 7,500     | 9,800     | 10,800    | 11,880    | 12,960    |
| Profit and loss (surplus) |           |           |           |           |           |
| Total.....                | \$123,000 | \$129,800 | \$130,800 | \$120,880 | \$121,960 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T and girder rail; 11 cars, of which 5 are motor cars and 6 trail cars; Green engines, Siemens & Halske dynamos, Baxter motors, St. Louis cars.

OFFICERS.—Pres. C. Q. Guldin, V. Pres. A. Hartenstine, Sec. & Gen. Supt. R. E. Shaner, Treas. H. K. Shaner.

DIRECTORS.—C. Q. Guldin, Reading, Pa.; A. K. Shaner, R. E. Shaner, A. Hartenstine Jr., Pottstown, Pa.; L. E. Lefeaver, Boyers-town, Pa.

GENERAL OFFICE, 156 High St., Pottstown, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May, '97; p. 290.

Date of information, Oct., 1902.

## POTTSVILLE.

Population in 1880, 13,253, in 1890, 14,117, in 1900, 15,710.

**Pottsville Union Traction Co.**—Perpetual charter granted May 15, 1899. Annual meeting second Monday in Jan. This company operates by virtue of control of stocks in hands of trustee of mortgage, and of leaseholds, the properties of the following companies:

Schuylkill Electric Ry. Co.  
Pottsville & Reading Ry. Co.  
Tamaqua & Pottsville Electric R. R. Co.  
Schuylkill Haven & Orwigsburg Street Ry. Co.  
People's Ry. Co. of Pottsville.  
Coal Castle Electric Ry. Co.  
Port Carbon & Middleport Electric Ry. Co.

Comprising the electric railways of Pottsville, Yorkville, Minersville, Palo Alto, Belmont, Cumbola, Mt. Carbon, Port Carbon, St. Clair, New Philadelphia, Middleport, Schuylkill Haven, Adamsdale, Orwigsburg, Coal Castle, Glen Carbon and Tumbling Run.

CAPITAL STOCK, authorized and issued, \$1,250,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,250,000; issued, \$1,129,000; in treasury, \$121,000 (see Note); dated Sept. 1, 1899, due 1929; denom. \$500 and \$1,000; int. payable at office of The Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—\$394,000 of the \$1,117,000 issued of these bonds are held by trustee to retire all underlying liens of the constituent companies (which see for description); \$121,000 held in treasury can only be issued for extensions and equipment.

|                                 |           |           |           |
|---------------------------------|-----------|-----------|-----------|
| OPERATION.—Year ending Dec. 31, |           |           |           |
|                                 | 1900.     | 1901.     | 1902.     |
| Receipts from passengers.....   | \$141,145 | \$168,787 | \$158,993 |
| " U. S. mail.....               |           | 880       | 1,038     |
| " other sources.....            | 1,321     | 3,542     | 1,618     |
| " total.....                    | 142,466   | 173,209   | 161,649   |
| Operating expenses.....         | 77,487    | 93,766    | 109,737   |
| Earnings from operation.....    | 64,979    | 79,443    | 51,912    |
| Deductions from earnings.       |           |           |           |
| Taxes and insurance.....        | 3,435     | 74,025    | 54,726    |
| Interest and rentals.....       | 59,470    |           |           |
| Net income.....                 | 2,074     | 5,419     | *2,814    |

## BALANCE SHEET.—Dated Dec. 31,

|                                 |             |             |             |
|---------------------------------|-------------|-------------|-------------|
| ASSETS.                         |             |             |             |
|                                 | 1900.       | 1901.       | 1902.       |
| Cost of road and properties.... | \$1,248,062 | \$1,671,062 | \$1,694,237 |
| " leases and betterments...     | 251,881     | 285,018     | 289,000     |
| Supplies and cash.....          | 2,872       | 3,156       | 7,183       |
| Total.....                      | \$1,502,815 | \$1,959,235 | \$1,990,420 |

|                                |             |             |             |
|--------------------------------|-------------|-------------|-------------|
| LIABILITIES.                   |             |             |             |
| Capital stock.....             | \$1,250,000 | \$1,250,000 | \$1,250,000 |
| Funded debt.....               | 250,000     | 701,000     | 735,000     |
| Profit and loss (surplus)..... | 2,815       | 8,235       | 5,420       |
| Total.....                     | \$1,502,815 | \$1,959,235 | \$1,990,420 |

PLANT AND EQUIPMENT.—Miles of track (electric), 42.8; gauge, 4 ft. 8½ in.; 60 lb. T and 76 lb. girder rail; 53 cars, of which 46 are motor cars and 7 trail cars; 1 motor linemen's car; 1 motor construction car; 1 snow plow and 1 snow sweeper; Frick engines, Walker dynamos, Gen. Elec. and Walker motors, Brill, Pullman and Jackson & Sharp cars, Brill, Peckham, McGuire, Dorner & Dutton and Taylor trucks.

OFFICERS.—Pres. Clarence P. King, V. Pres. Thomas B. Prosser, Sec. W. C. Pollock, Jr., Treas. Joseph B. Hoellman, Supt. D. J. Duncan.

DIRECTORS.—R. C. Luther, F. H. Treat, William F. North, Thomas B. Prosser, H. H. Pearson, Jr., Wm. C. Pollock, Jr., C. Berkeley Taylor, M. S. Collingwood, Sheldon P. Ritter.

GENERAL OFFICE, Pottsville, Pa., Pres. Office, Real Estate Trust Bldg., Philadelphia, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1903.

**Schuylkill Electric Railway Co.**—Chartered Oct. 5, 1889, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized and issued, \$650,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$500,000; dated Feb. 1, 1895, due 1925; denom. \$500 and \$1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—The mortgage deed of the first mortgage bonds provides that after Feb. 1, 1900, \$5,000 per annum shall be passed to a sinking fund for the retirement of bonds.

Please note date of information at end of each report.

FRANCHISES.—The company's franchises are perpetual.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.,

Date of information, Mar., 1903. z

**Pottsville & Reading Railway Co.**—Chartered May 5, 1892, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, \$100,000, issued, \$56,600; par value, \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, \$100,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; denom. \$1,000; int. payable in Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 99 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. and 78 lb. rail.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. W. C. Pollock, Jr.

DIRECTORS.—Fred H. Treat, Thos B. Prosser, M. S. Collingwood, Edw. L. Nichols, Wm. F. North.

Date of information, Mar., 1903. z

**Tamaqua & Pottsville Electric Railroad.**—Chartered May 5, 1892, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, issued, \$60,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, \$250,000; issued, \$60,000; coupon, but may be registered; dated Jan. 15, 1895, due 1925; denom. \$500 and \$1,000; int. payable in Jan. and July, at office of Columbia Avenue Saving Fund, Safe Deposit, Title & Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 99 years.

OFFICERS.—Pres. Thomas B. Prosser, Sec. & Treas. Wm. C. Pollock, Jr.

DIRECTORS.—Fred H. Treat, Clarence P. King, John F. Finney, Wm. F. North.

REFERENCE.—Mortgage, Vol. XI, Mar., '95, p. 183.

Date of information, Mar., 1903. z

**People's Railway Co. of Pottsville.**—This road is leased to the Pottsville Union Traction Co. for 35 years.

OFFICERS.—Pres. R. C. Luther, Sec. W. D. Pollard.

Date of information, Mar., 1903. z

**Schuylkill Haven & Orwigsburg Electric Railway Co.**—Chartered Mar. 4, 1898, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, \$60,000; issued, \$30,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, \$60,000; denom. \$1,000; dated May 1, 1898, due 1928; int. payable May and Nov., at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Mar., 1903. z

**Coal Castle Electric Railway Co.**—Chartered Mar. 10, 1899, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, \$30,000; issued, \$15,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, \$30,000; dated June 1, 1899, due 1929; denom. \$1,000; int. payable June and Dec. at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

DIRECTORS.—Wm. F. North, Wm. C. Pollock, Jr., John W. Pittcock, M. S. Collingwood, Thos B. Prosser.

Date of information, Mar., 1903. z

**Port Carbon & Middleport Electric Railway Co.**—Chartered July 6, 1898, for 99 years; annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, \$100,000, issued, \$93,000; par value, \$50 per share.

FUNDED DEBT.—None.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

DIRECTORS.—Wm. F. North, Wm. Pollock, Jr., M. S. Collingwood, Thos. B. Prosser.

Date of information, Mar., 1903. z

## PUNXSUTAWNEY.

Population in 1880 674, in 1890, 2,792, in 1900, 4,375.

**Punxsutawney Passenger Street Railway Co.**—Chartered Feb. 1, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, \$160,000.

OPERATION.—Year ending June 30,

|                             | 1898.   | 1899.   | 1900.    | 1901.    | 1902.    |
|-----------------------------|---------|---------|----------|----------|----------|
| Gross receipts.....         | \$4,934 | \$5,788 | \$11,536 | \$31,561 | \$34,950 |
| Operating expenses.....     | 3,867   | 5,513   | 6,935    | 16,632   | 26,719   |
| Earnings from operation.... | 1,067   | 275     | 4,601    | 14,929   | 8,231    |
| Taxes.....                  |         |         |          | 804      | 749      |
| Rentals.....                |         |         |          | 14,978   |          |
| Other deductions.....       | 1,704   | 104     | 2,106    |          | 736      |
| Net income.....             | *637    | 171     | 2,495    | 853      | 6,747    |
| Dividends.....              |         |         |          | 1,200    |          |

\* Deficit

### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$13,959 |
| Transportation expenses.....           | 10,563   |
| Maintenance of way and structures..... | 491      |
| “ of equipment.....                    | 1,706    |
| Total.....                             | \$26,719 |
| Passengers carried.....                | 794,764  |

BALANCE SHEET.—Dated June 30,

| ASSETS.                                       | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|-----------------------------------------------|----------|----------|----------|----------|-----------|
| Cost of road and equip. .                     | \$36,990 | \$36,990 | \$82,106 | \$97,053 | \$176,099 |
| Cash.....                                     |          |          | 2,495    | 443      | 7,190     |
| Material on hand.....                         | 100      | 100      |          |          |           |
| Profit and loss (def.)....                    |          |          |          | 2,052    |           |
| Total.....                                    | \$37,090 | \$37,090 | \$84,601 | \$99,548 | \$183,289 |
| LIABILITIES.                                  |          |          |          |          |           |
| Capital stock.....                            | \$18,000 | 18,000   | \$80,000 | \$80,000 | \$160,000 |
| Funded debt.....                              | 14,000   | 14,000   |          |          |           |
| Unfunded debt.....                            | 1,624    | 2,308    |          |          |           |
| Bills payable.....                            | 939      | 939      |          |          |           |
| Additions & betterments by lessee company.... |          |          |          | 17,053   |           |
| Other liabilities.....                        | 6,035    | 2,527    |          | 2,495    | 16,542    |
| Profit and loss (surplus)                     |          | 1,843    | 4,601    |          | 6,747     |
| Total.....                                    | \$37,090 | \$37,090 | \$84,601 | \$99,548 | \$183,289 |

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 51 lb. girder rail; 9 motor cars; Green engines, West. dynamos and motors, New Castle cars.

OFFICERS.—Pres. S. E. Wilson, V. Pres. & Gen. Man. D. H. Clark, Sec. C. A. McDonald, Treas. G. W. Kipp, Supt. E. Jenkins.

DIRECTORS.—D. H. Clark, S. E. Wilson, Geo. W. Black, E. F. Kizer, Geo. W. Kipp.

Date of information, Oct., 1902. b

## QUAKERTOWN.

Population in 1880, 1,769, in 1890, 2,169, in 1900, 3,014.

**Quakertown Traction Co.**—Chartered Nov. 27, 1896, for 99 years; municipal franchise granted Nov. 20, 1896, in perpetuity. Annual meeting in May. This road is operated by the Philadelphia & Lehigh Valley Traction Co.

CAPITAL STOCK, authorized and issued, \$300,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold coupon and registered bonds, authorized and issued, \$300,000; dated Apr. 1897, due 1917; denom. \$100, \$200, \$500 and \$1,000; int. payable Apr. and Oct., at office of Commonwealth Trust Co., Harrisburg, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

|                              | 1899.   | 1900.    | 1901.    | 3 mos. end'g Sept. 30, 1901. |
|------------------------------|---------|----------|----------|------------------------------|
| Receipts from passengers.... | \$7,066 | \$12,712 | \$17,451 | \$6,174                      |
| “ other sources....          | 639     | 947      | 1,051    | 967                          |
| “ total.....                 | 7,705   | 13,659   | 18,502   | 7,141                        |
| Operating expenses.....      | 9,993   | 17,173   | 20,547   | 6,444                        |
| Deficit.....                 | 2,288   | 3,514    | 2,040    | *697                         |
| Interest.....                | 3,936   | 5,286    | 4,008    |                              |
| Taxes.....                   | 64      | 87       | 655      | 1,267                        |
| Rentals.....                 |         | 544      |          |                              |
| Other expenses.....          |         |          | 1,024    | 184                          |
| Total deficit.....           | 6,288   | 9,431    | 7,732    | 754                          |

\* Surplus.

Please note date of information at end of each report.



**BALANCE SHEET.**—Dated June 30,

| ASSETS.                         | 1899.            | 1900.            | 1901.            | 1902.            |
|---------------------------------|------------------|------------------|------------------|------------------|
| Cost of road and equipment....  | \$235,000        | \$378,444        | \$380,607        | \$675,675        |
| Other permanent investments.... |                  | 5,720            |                  |                  |
| Stock of other companies.....   |                  |                  | 5,720            | 1,110            |
| Cash on hand.....               | 533              | 1,243            | 527              |                  |
| Material on hand.....           | 4,336            |                  |                  |                  |
| Open accounts.....              |                  | 1,840            | 1,810            | 1,810            |
| Profit and loss (deficit).....  | 6,288            | 14,819           | 23,451           | 24,205           |
| <b>Total.....</b>               | <b>\$246,158</b> | <b>\$402,066</b> | <b>\$412,115</b> | <b>\$602,799</b> |

| LIABILITIES.                  | 1899.            | 1900.            | 1901.            | 1902.            |
|-------------------------------|------------------|------------------|------------------|------------------|
| Capital stock.....            | \$130,000        | \$141,900        | \$141,900        | \$300,000        |
| Funded debt.....              | 105,000          | 135,000          | 135,000          | 300,000          |
| Interest due and accrued..... | 3,964            |                  | 690              |                  |
| Loans.....                    | 7,194            | 96,110           | 113,221          |                  |
| Accounts payable.....         |                  | 29,956           | 21,304           | 2,799            |
| <b>Total.....</b>             | <b>\$246,158</b> | <b>\$402,066</b> | <b>\$412,115</b> | <b>\$602,799</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.5; gauge, 5 ft. 2½ in.; 70 lb. girder rail; 13 motor cars; 300 H. P. station plant, Corliss engines, Walker dynamos and motors, St. Louis cars. Peckham trucks.

**OFFICERS.**—Pres. F. J. Crilly, Sec. & Treas. C. M. Bates.

**DIRECTORS.**—F. J. Crilly, R. E. Wright, C. M. Bates, Samuel Harris, John G. Honecher.

**GENERAL OFFICE,** Quakertown, Pa.

Date of information, Mar., 1903.

### READING.

Population in 1880, 43,278; in 1890, 58,661, in 1900, 78,961.

**East Reading Electric Railway Co.**—Chartered Aug., 1888. Annual meeting second Tuesday in Jan.

**Leased,** May 1, 1893, to the Reading Traction Co. for 99 years. This property is now a part of the system of the United Traction Co. of Reading, the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** authorized and issued, \$100,000; par value, \$50 per share.

Date of information, Oct., 1902.

**Neversink Mountain Railroad Co.**—Chartered 1889, for 99 years. Annual meeting June 27. The entire capital stock of this company was purchased by the United Traction Co. on May 4, 1901.

**Capital Stock,** authorized and issued \$100,000; par value, \$50 per share.

**Funded Debt.**—First mortgage 4 p. c. gold coupon bonds, authorized and issued, \$100,000; trustee of mortgage Penn. Trust Co.

**Reference.**—Description of road, Vol. VII, Aug., '91, p. 400 (ill.).

Date of information, Mar., 1902.

**Reading City Passenger Railway Co.**—Chartered Dec. 18, 1873. The Perkiomen Avenue Passenger Ry. Co. (originally organized as the Penn Street Passenger Ry. Co.) was consolidated with this company Apr. 1, 1889. Annual meeting second Monday in Jan. Operated by the United Traction Co.

**Capital Stock,** authorized, \$400,000, issued, \$350,000; par value, \$50 per share.

**Funded Debt.**—General mortgage 5 p. c. bonds, authorized and issued, \$112,000; coupon, but may be registered; dated Apr. 1, 1889, due 1909; int. payable Apr. and Oct. at Farmers' Bank, of Reading; trustee of mortgage, Reading Trust Co.

**Leased,** Apr. 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. assumes all the company's liabilities and pays dividends (semi-annually) upon its stock as follows: 1893-94, 8 p. c.; 1894-95, 9 p. c.; 1896-1900, 10 p. c. and 12 p. c. per annum thereafter. This property is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

**Officers.**—Pres. B. F. Owen, Sec. & Treas. H. A. Muhlenberg.

**Directors.**—B. F. Owen, Chas. H. Schaffer, James Rick, Chas. Rick, Wm. P. McIlvain, Albert Thalheimer, Jas. M. Douglas, Matthew Harbster, Henry A. Muhlenberg.

**General Office,** 12 South 5th St., Reading, Pa.

Date of information., Oct., 1902.

**Reading & Southwestern Street Railway Co.**—Chartered Nov. 24, 1890. Annual meeting second Monday in Jan. This road was leased to the United Traction Co. on Aug. 1, 1901, for 999 years.

**Capital Stock,** authorized and issued, \$130,000.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated Apr., 1896, due 1926; denom.

\$500 and \$1,000; int. payable Apr. and Oct., at office of the Penn. Trust Co., of Reading, Pa., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 22 cars, of which 17 are motor cars and 5 trail cars; Ball engines, Gen. Elec. dynamos and motors, Jackson & Sharp and Stephenson cars.

**Officers.**—Pres. J. W. Shepp, Sec. & Treas. V. S. Seltzer.

**Directors.**—D. B. Shepp, J. H. Printz, John Shepp, R. L. Jones.

Date of information, Oct., 1902.

**Reading & Temple Electric Railway.**—This road was leased Oct. 1, 1894, to the Reading Traction Co. It is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** \$73,700.

**Funded Debt.**—First mortgage 5 p. c. bonds, \$73,700; dated Oct., 1894, due 1924; trustee of mortgage, Reading Trust Co., of Reading, Pa.

**Officers.**—Pres. B. F. Owen, Sec. and Treas. F. Livingood.

Date of information, Oct., 1902.

**Reading Traction Co.**—Chartered 1893. Annual meeting second Monday in Jan. This company leases the Reading City Passenger Ry. Co., the East Reading Electric Ry. Co., the Reading & Temple Electric Ry. Co. and the Reading & Womelsdorf Electric Ry. Co. In Jan., 1896, this company was leased to the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** authorized and issued, \$1,000,000.

**Funded Debt.**—First mortgage 6 p. c. gold coupon bonds, authorized, \$600,000, issued \$445,000, in escrow (see Note), \$112,000; dated 1893, due 1933; int. payable Jan. and July, at Bank of North America, of Philadelphia; in Reading, at office of company, and at National Union Bank; trustee of mortgage Provident Life & Trust Co., of Philadelphia.

**Note.**—\$112,000 of the first mortgage bonds are held in escrow to retire the Reading City Passenger Ry. Co.'s bonds when due.

**Officers.**—Pres. J. A. Rigg.

Date of information, Oct., 1902.

**Reading & Womelsdorf Railway Co.**—Chartered Mar. 10, 1894. This road is operated by the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** \$500,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, \$330,000; dated Jan. 1, 1895, due 1925; trustee of mortgage, The Real Estate Title Insurance & Trust Co., of Philadelphia.

Date of information, Mar., 1902.

**United Traction Co.**—Chartered Dec. 17, 1895, in perpetuity. Annual meeting second Monday in Jan. This company leased on Jan. 1, 1896, for 999 years, the Reading Traction Co. and on May 4, 1901, purchased all of the capital stock of the Neversink Mountain Ry. Co., and on Aug. 1, 1901, leased the Reading & Southwestern Street Ry. Co. for 999 years. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

**Capital Stock,** authorized and issued, \$400,000.

**Funded Debt.**—First mortgage 5 p. c. collateral trust (see Note) gold coupon bonds, authorized, \$150,000, issued, \$149,900, in escrow (see Note), \$100; dated Jan. 15, 1896, due 1926; denom. \$100 and \$1,000; int. payable Jan. and July, at office of company; trustee of mortgage, The Real Estate Title Insurance & Trust Company, of Philadelphia.

**Note.**—The first mortgage collateral trust bonds may be called for payment at six months, and at a price of par and accrued interest after three years.

Collateral consists of 19,991 shares of the Metropolitan Electric Co. stock, par \$10, which was purchased by the United Traction Co. at \$7.50 per share.

The \$100 United Traction Co. bond is held in escrow by The Real Estate Title Insurance & Trust Co., of Philadelphia, as trustee for the nine shares of the Metropolitan Electric Co. stock issued to the nine directors.

In permanent investments the United Traction Co. advanced to the Reading & Womelsdorf Electric Ry. Co. (one of its leased lines), 10,000 shares, at \$20 per share; par value, \$50.

| Operation.                    | Year ending June 30, | 1901.     | 1902.     |
|-------------------------------|----------------------|-----------|-----------|
| Receipts from passengers..... |                      | \$315,361 | \$415,707 |
| " other sources.....          |                      | 106,197   | 93,505    |
| " total.....                  |                      | 421,558   | 509,212   |
| Operating expenses.....       |                      | 203,848   | 261,921   |
| Earnings from operation.....  |                      | 217,710   | 247,291   |

Please note date of information at end of each report.

|                           |         |         |
|---------------------------|---------|---------|
| Deductions from earnings. | 1901.   | 1902.   |
| Interest on bonds.....    | 7,495   | 7,495   |
| Taxes.....                | 14,566  | 14,642  |
| Rentals.....              | 133,853 | 160,843 |
| Other expenses.....       | 36,682  | 37,158  |
| Net income.....           | 25,114  | 27,154  |
| Dividends.....            | 20,000  | 20,000  |
| Surplus.....              | 5,114   | 7,154   |
| Total surplus.....        |         | 35,657  |

## OPERATING EXPENSES.

|                                       |           |           |
|---------------------------------------|-----------|-----------|
| Year ending June 30, 1902.            |           |           |
| General expenses.....                 | \$        | 40,650    |
| Transportation expenses.....          |           | 181,561   |
| Maintenance of way and structure..... |           | 14,128    |
| "    of equipment.....                |           | 25,583    |
| Total.....                            | \$261,921 |           |
| Passengers carried.....               | 7,090,173 | 9,171,891 |

## Balance Sheet.—Dated June 30,

|                                |             |             |
|--------------------------------|-------------|-------------|
|                                | 1901.       | 1902.       |
| <b>ASSETS.</b>                 |             |             |
| Cost of road.....              | \$ 331,217  | \$ 395,469  |
| Cost of equipment.....         | 51,840      | 54,852      |
| Stock of other companies.....  | 505,883     | 561,133     |
| Due from leased companies..... | 199,860     | 199,860     |
| Cash.....                      | 8,577       | 10,229      |
| Open accounts.....             | 33,563      | 42,769      |
| Material and supplies.....     | 15,760      | 41,770      |
| Sundries.....                  | 305,855     | 87,996      |
| Total.....                     | \$1,453,555 | \$1,394,077 |
| <b>LIABILITIES.</b>            |             |             |
| Capital stock.....             | \$ 400,000  | \$ 400,000  |
| Funded debt.....               | 149,900     | 149,900     |
| Accounts payable.....          | 13,841      | 22,316      |
| Sundries.....                  | 861,310     | 786,204     |
| Profit and loss (surplus)..... | 28,503      | 35,657      |
| Total.....                     | \$1,453,555 | \$1,394,077 |

**Plant and Equipment.**—Miles of track (electric), 80; gauge, 5 ft. 2 1/4 in.; 90 lb. and 93 lb. rail; 7 horses, 137 motor cars, 4 snow sweepers, 4 snow plows; 2 locomotives, Greene and Lake Erie engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill and Peckham trucks.

**Officers.**—Pres. & Gen. Man. John A. Rigg, V. Pres. H. C. Moore, Supt. Samuel E. Rigg, Ch. Engr. of Power Station S. D. Missimer, Elecns. C. E. Long and Chas. S. Banghart.

**Directors.**—John A. Rigg, Wm. R. McIlvain, Richmond L. Jones, L. T. Custer, Geo. H. Valentine, R. N. Buckley, J. W. Shepp, Robert N. Carson.

**General Office,** 12 South 5th St., Reading, Pa.

Date of information, Oct., 1902.

b

**Pottstown, Boyerstown & Reading Railway Co.**—This road is now under construction.

**Plant and Equipment.**—Miles of track, 26.

**Officers.**—Pres. E. R. Watson, Sec. James M. Crawford, Treas. B. J. Woodford, Atty. Osmond Rambo, Contractor C. R. Eberle, 647 North 40th St., Philadelphia, Pa.

**General Office,** at 608-611 Penn. Mutual Bldg., Philadelphia, Pa.

Date of information, Jan., 1902.

d

## SCRANTON.

Population in 1880, 45,850, in 1890, 75,215, in 1900, 102,026.

**Scranton Railway Co.**—This company owns and operates all the street railways of the city of Scranton, having acquired title thereto by merger of the Scranton Passenger Ry. Co., the Scranton Suburban Ry. Co., the Dunmore Street Ry. Co. and the Valley Passenger Ry. Co. into the People's Street Ry. Co. of Luzerne County, after the name of that company had been changed to the Scranton Ry. Co., and by the purchase of the property of the Scranton Traction Co. The Scranton Ry. Co. retains the valuable charter, franchises and privileges of the People's Street Ry. Co. of Luzerne County, which was organized under special charter granted by the Legislature of Pennsylvania, Mar. 23, 1865. This company also operates under favorable leases the lines of the Scranton & Carbondale Traction Co., the Lackawanna Valley Traction Co., the Pittston & Scranton Street Ry. Co., the Carbondale Ry. Co. and the Scranton & Pittston Traction Co., \$295,500 of the bonds of the latter company having been guaranteed by the Scranton Traction Co., which guarantee is now assumed by the Scranton Ry. Co., which also owns nearly all of the stocks of the above named companies.

**Capital Stock,** authorized, \$6,000,000; outstanding and paid in, \$3,000,000; par value, \$50 per share.

**Funded Debt.**—First consolidated 5 p. c. gold bonds, authorized and issued, \$2,500,000; dated Jan. 1, 1897, due Nov. 1, 1932; denom. \$1,000; int. payable Jan. and July, in Philadelphia (Bullitt Building,) or Scranton; trustee of mortgage, Continental Trust Co., of New York.

Collateral trust 5 p. c. gold bonds, authorized and issued, \$500,000; dated Jan. 1, 1900, due Nov. 1, 1932; denom. \$500 and \$1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

**Note.**—Of the \$2,500,000 of the first consolidated mortgage bonds there are reserved in the treasury of the company \$150,000 for future extensions and betterments, and in the hands of the trustee \$1,600,000 to retire at maturity the following bonds:

|                                                                            |            |
|----------------------------------------------------------------------------|------------|
| People's Street Ry. Co. of Luzerne County, first mortgage, due 1918.....   | \$ 200,000 |
| People's Street Ry. Co. of Luzerne County, general mortgage, due 1921..... | 100,000    |
| Scranton Suburban Ry. Co., first mortgage, due 1909.....                   | 200,000    |
| Scranton Passenger Ry. Co., first mortgage, due 1920.....                  | 100,000    |
| Scranton Traction Co., first mortgage, due 1932.....                       | 1,000,000  |

These consolidated bonds are a first mortgage upon one-quarter of the entire street railway system of Scranton, and a consolidated mortgage upon the balance; they are also a first mortgage upon the leasehold interests in the Scranton & Carbondale Traction Co., the Scranton & Pittston Traction Co. and the Lackawanna Valley Traction Co., comprising 37 miles of suburban railways outside of the corporate limits of Scranton operated by the Scranton Ry. Co.

## Operation.—Year ending Dec. 31,

|                              |           |           |                |           |
|------------------------------|-----------|-----------|----------------|-----------|
|                              | 1899.     | 1900.     | June 30, 1901. | 1902.     |
| Gross receipts.....          | \$416,608 | \$589,342 | \$614,022      | \$422,561 |
| Operating expenses.....      | 205,215   | 352,864   | 354,458        | 390,578   |
| Earnings from operation..... | 211,393   | 236,478   | 259,564        | 31,983    |
| Deductions from earnings.    |           |           |                |           |
| All fixed charges.....       | 140,161   | 207,090   |                |           |
| Taxes.....                   |           |           | 19,200         | 19,800    |
| Interest on funded debt..... |           |           | 200,880        | 201,430   |
| Other deductions.....        |           |           |                | 5,418     |
| Net income.....              | 71,232    | 29,388    | 39,484         | *194,665  |
| Dividends.....               |           |           | 30,000         |           |
| To surplus account.....      |           |           | 9,484          |           |

\*Deficit. This deficit was caused by a strike of the company's employees which covered six months of the year ending June 30, 1902, almost immediately afterward the strike of the anthracite coal miners began, thus largely reducing the earnings of the company.

## OPERATING EXPENSES.

|                                       |            |           |
|---------------------------------------|------------|-----------|
| Year ending June 30,                  | 1901.      | 1902.     |
| General expenses.....                 | \$ 61,472  | \$117,955 |
| Transportation expenses.....          | 185,654    | 178,608   |
| Maintenance of way and buildings..... | 38,785     | 34,605    |
| "    " equipment.....                 | 68,547     | 59,410    |
| Total.....                            | \$354,458  | \$390,578 |
| Passengers carried.....               | 12,711,103 | 8,593,482 |

## Balance Sheet.—Dated

|                                          |                |             |                |             |
|------------------------------------------|----------------|-------------|----------------|-------------|
|                                          | Dec. 31, 1899. | 1900.       | June 30, 1901. | 1902.       |
| <b>ASSETS.</b>                           |                |             |                |             |
| Cost of road, equip. and franchise.....  | \$4,818,984    | \$5,871,633 | \$4,936,584    | \$5,088,802 |
| Co. stk. & bds. in treasury              | 221,000        | 150,000     | 150,000        | 1,083,215   |
| Stocks and bonds of other Companies..... |                |             | 1,048,977      | 150,000     |
| Cash.....                                | 158,331        | 137,549     | 84,879         | 13,144      |
| Material and supplies.....               | 29,638         | 63,788      | 41,643         | 35,916      |
| Bills and accts. receivable.....         | 45,137         | 45,802      | 50,655         | 31,933      |
| Prepaid insurance.....                   | 2,279          | 521         | 2,086          | 2,685       |
| Profit and loss (deficit)....            |                |             |                | 14,293      |
| Total.....                               | \$5,275,369    | \$6,269,293 | \$6,314,824    | \$6,419,988 |
| <b>LIABILITIES.</b>                      |                |             |                |             |
| Capital stock.....                       | \$2,500,000    | \$3,000,000 | \$3,000,000    | \$3,000,000 |
| Funded debt.....                         | 2,500,000      | 3,000,000   | 3,000,000      | 3,000,000   |
| Accrued interest.....                    | 22,932         | 58,682      | 59,487         | 62,578      |
| Accounts payable.....                    | 46,438         | 30,810      | 40,158         | 330,823     |
| Accrued accounts.....                    |                |             | 34,807         | 26,587      |
| Other liabilities.....                   | 31,473         | 32,219      |                |             |
| Profit and loss (surplus)....            | 174,526        | 147,582     | 180,372        |             |
| Total.....                               | \$5,275,369    | \$6,269,293 | \$6,314,824    | \$6,419,988 |

**Plant and Equipment.**—Miles of track (electric), 77; owned, 38.1, leased, 37.9; gauge, 4 ft. 8 1/2 in.; 40 lb. to 80 lb. T and girder rail; 166 motor cars; 2600 H. P. station plant; Gen. Elec. West. and S. H. generators and motors, Brill, J. & S., Barney & Smith, St. Louis and Newcastle cars and trucks.

**Officers.**—Pres. C. M. Clark, V. Pres. E. W. Clark, Jr., Sec. & Treas. C. Ford Stevens, Gen. Man. Frank Silliman, Jr., Supt. Trans.

Please note date of information at end of each report.

H. H. Patterson, Engr. E. D. Reed, Engr. of Power Station E. A. Wildt, Mast. Mech. T. T. Muller.

**Directors.**—C. M. Clark, John M. Burke, E. W. Clark, Jr., Geo. L. Estabrook, Frank Silliman, Jr., Timothy Burke, C. Ford Stevens.

**General Manager's Office,** Scranton, Pa.; President's, Treasurer's and Transfer Office, Bullitt Bldg., Philadelphia, Pa.

**References.**—Strike, Vol. XVI, Dec. 29, '00, p. 1,221.

Date of information, Mar., 1903. z

**Scranton & Carbondale Traction Co.**—Chartered Feb., 1893. Annual meeting first Wednesday in Oct. This property is operated under lease by the Scranton Ry. Co., and its earnings have been included in the report of that company since 1900.

**Capital Stock,** authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 6 p. c. gold bonds, \$150,000; coupon, but may be registered; dated Apr. 1, 1893, due Jan. 1, 1923; denom. \$1,000; int. payable Jan. and July, at office of E. W. Clark & Co., of Philadelphia.

Date of information, Mar., 1903. z

**Scranton & Pittston Traction Co.**—Chartered Sept., 1893. This company owns the entire capital stock of the Lackawanna St. Ry. and the Pittston, Jenkins & Avoca St. Ry. and a controlling interest in the capital stock of the Pittston Suburban Pass. Ry. The property of this company is operated under lease by the Scranton Ry. Co., and its earnings have been included in the report of that company since 1900.

**Capital Stock,** authorized, \$1,050,000.

**Funded Debt.**—First mortgage 6 p. c. bonds, authorized, \$525,000; issued, \$355,500; dated Oct. 1, 1893, due 1923; denom. \$500 and \$1,000; int. payable (free of tax) Apr. and Oct.; \$295,500 of these bonds are guaranteed, principal and interest, by the Scranton Traction Co.

Date of information, Mar., 1903. z

**Carbondale Railway Co.**—This company is the successor to the Carbondale Traction Co. and the Carbondale & Forest City Ry. Co. This property is now operated as part of the system of the Scranton Ry. Co., which owns all of the capital stock and the \$300,000 of bonds of this company.

**Capital Stock,** authorized and issued, \$450,000 (all in treasury of the Scranton Ry. Co.).

**Funded Debt.**—Carbondale Traction Co.'s first mortgage 6 p. c. gold coupon bonds, issued, \$150,000; dated July 1, 1892, due 1922; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Carbondale Ry. Co.'s first mortgage 5 p. c. gold bonds, issued, \$300,000; dated June 1, 1900, due 1926; denom. \$1,000; coupon, but may be registered; int. payable June and Dec. (These bonds are owned by Scranton Ry. Co.)

Date of information, Mar., 1903. z

**Lackawanna Valley Traction Co.**—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock and bonds.

Date of information, Mar., 1903. z

**Pittston & Scranton Street Railway Co.**—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock.

Date of information, Mar., 1903. z

### SHAMOKIN.

Estimated population of Shamokin and immediate suburbs, 30,000.

**Shamokin & Edgewood Electric Railway Co.**—Chartered May 26, 1900, as a reorganization of the Shamokin Street Ry. Co., which was chartered July 24, 1889, for 99 years. In 1897 the road was so hampered by litigation that several times it was proposed to abandon the property, a condition which continued until the spring of 1898 when a partial reorganization was effected. During 1898, 1899 and part of 1900 street paving kept the roadway so obstructed that comparatively little business could be done during the Park season, and in May, 1900, the company was thoroughly reorganized.

**CAPITAL STOCK,** authorized, \$60,000, par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, issued, \$60,000; int. payable at office of Guarantee Trust & Safe Deposit Co., of Shamokin, Pa. Trustee of mortgage, Hon. S. P. Wolverton.

### OPERATION.—Year ending June 30,

|                              | 1897.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$11,484 | \$ 9,338 | \$13,027 | \$19,100 | \$31,623 |
| " other sources.....         |          | 9,695    | 145      | 236      | 443      |
| " total.....                 | 11,484   | 19,033   | 13,172   | 19,336   | 32,066   |
| Operating expenses.....      | 10,115   | 33,578   | 11,756   | 18,194   | 27,873   |
| Earnings from operation....  | 1,369    | *14,545  | 1,416    | 1,142    | 4,193    |
| Deductions from earnings.    |          |          |          |          |          |
| Interest.....                | 1,125    | 750      | 1,000    | 3,000    | 3,000    |
| Taxes.....                   |          | 62       | 5        | 318      | 594      |
| Other deductions.....        | 175      | 80       |          |          |          |
| Net income.....              |          |          | 411      | *2,176   | 599      |

\* Deficit.

### OPERATING EXPENSES.

#### Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 5,882 |
| Transportation expenses.....           | 10,114   |
| Maintenance of way and structures..... | 6,325    |
| " of equipment.....                    | 5,550    |
| Total.....                             | \$27,873 |
| Passengers carried.....                | 550,514  |

### BALANCE SHEET.—Dated June 30,

| ASSETS.                        | 1899.    | 1900.     | 1901.     | 1902.     |
|--------------------------------|----------|-----------|-----------|-----------|
| Cost of road.....              | \$40,483 | \$ 47,000 | \$ 50,361 | \$ 56,142 |
| " equipment.....               | 22,165   | 13,000    | 13,650    | 18,425    |
| Franchises.....                |          | 60,000    | 60,000    | 60,000    |
| Bonds of other companies.....  | 789      |           |           |           |
| Cash.....                      |          | 988       | 2,130     |           |
| Total.....                     | \$63,437 | \$120,988 | \$126,141 | \$134,567 |
| LIABILITIES.                   |          |           |           |           |
| Capital stock.....             | \$26,700 | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Funded debt.....               | 21,300   | 60,000    | 60,000    | 60,000    |
| Accrued interest.....          |          | 250       | 3,000     |           |
| Accounts payable.....          | 15,437   |           |           | 8,538     |
| Profit and loss (surplus)..... |          | 738       | 3,141     | 6,029     |
| Total.....                     | \$63,437 | \$120,988 | \$126,141 | \$134,567 |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.2; gauge, 5 ft. 2 in.; 48½ lb. and 60 lb. T and girder rail; 13 motor cars; Gen. Elec. and West. dynamos and motors. Brill cars.

**OFFICERS.**—Pres. Monroe H. Kulp, V. Pres. G. Gilbert Kulp, Sec. & Treas. D. C. Kaseman, Supt. Jerome Reed.

**DIRECTORS.**—Monroe H. Kulp, G. Gilbert Kulp, D. C. Kaseman, H. W. Shuman, W. J. Wiest, Jerome Reed, all of Shamokin, Pa.

**GENERAL OFFICE,** 409 E. Sunbury St., Shamokin, Pa.

Date of information, Oct., 1902. b

**Shamokin & Mt. Carmel Electric Railway Co.**—Chartered Oct. 18, 1892, for 99 years. Annual meeting second Monday in Jan.

**CAPITAL STOCK.**—Common, authorized and issued, \$500,000; \*preferred, authorized and issued, \$200,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$500,000; dated Dec., 1893, due 1923; denom. \$100, \$500 and \$1,000; int. payable June and Dec., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, of Philadelphia, Pa., trustee of mortgage.

\* Preferred stock was issued in lieu of 6 p. c. bonds surrendered under trustees' agreement dated Dec. 1, 1899.

### OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$46,103 | \$41,540 | \$44,565 | \$63,589 | \$71,007 |
| " other sources.....         | 1,070    | 400      | 353      | 594      | 471      |
| " total.....                 | 47,173   | 41,940   | 44,918   | 64,183   | 71,478   |
| Operating expenses.....      | 27,209   | 26,509   | 27,727   | 30,483   | 33,787   |
| Earnings from operation....  | 19,964   | 15,431   | 17,191   | 33,700   | 37,691   |
| Deductions from earnings.    |          |          |          |          |          |
| Interest.....                | 32,500   | 30,000   | 30,000   | 10,000   | 10,000   |
| Taxes.....                   | 2,758    | 593      | 518      | 851      | 2,169    |
| Rentals, insurance, etc....  | 2,060    | 2,390    | 1,357    | 28,521   | 38,572   |
| Net income.....              | *17,354  | *17,552  | *14,694  | *5,672   | *13,050  |

\* Deficit.

### OPERATING EXPENSES.

#### Year ending June 30, 1902.

|                                        |           |
|----------------------------------------|-----------|
| General expenses.....                  | \$ 6,027  |
| Transportation expenses.....           | 19,815    |
| Maintenance of way and structures..... | 2,685     |
| " of equipment.....                    | 5,261     |
| Total.....                             | \$33,787  |
| Passengers carried.....                | 1,728,443 |

Please note date of information at end of each report.

| BALANCE SHEET.—Dated June 30,                  |             |             |             |             |
|------------------------------------------------|-------------|-------------|-------------|-------------|
| ASSETS.                                        |             |             |             |             |
|                                                | 1899.       | 1900.       | 1901.       | 1902.       |
| Road, equip. and franchise                     | \$1,039,523 | \$1,041,134 | \$1,055,526 | \$1,056,608 |
| Material on hand.....                          | 1,500       | 1,278       | 1,500       | 1,200       |
| Office fixtures, etc.....                      | 2,350       | 2,350       | 2,350       |             |
| Cash balance.....                              | 168         | 1,436       | 3,935       | 885         |
| Bonds of S. & Mt. C. E. Ry. Co. (4 p. c.)..... |             |             | 1,500       | 1,500       |
| Other assets.....                              | 1,754       | 1,611       |             |             |
| Profit and loss (deficit).....                 | 31,228      | 45,913      | 21,575      | 34,625      |
| Total.....                                     | \$1,076,523 | \$1,093,722 | \$1,086,386 | \$1,094,818 |

| LIABILITIES.           |             |             |             |             |
|------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....     | \$500,000   | \$500,000   | \$500,000   | \$700,000   |
| Funded debt.....       | 500,000     | 500,000     | 500,000     | 300,000     |
| Accrued interest.....  | 47,500      | 77,500      | 63,368      | 87,318      |
| Loans and notes.....   |             |             | 23,018      | 7,500       |
| Other liabilities..... | 29,023      | 16,222      |             |             |
| Total.....             | \$1,076,523 | \$1,093,722 | \$1,086,386 | \$1,094,818 |

PLANT AND EQUIPMENT.—Miles of track (electric), 19.25; gauge, 4 ft. 8½ in.; 58 lb. 60 lb. and 70 lb. T and girder rail; 22 motor cars, of which 10 are closed cars and 12 open cars; Allis engines, Gen. Elec. dynamos and motors, Brill & St. Louis cars, Brill, Peckham and St. Louis trucks.

OFFICERS.—Pres. & Gen. Man. G. M. Smith, Mt. Carmel, Pa.; V. Pres. David Rebstock, Lebanon, Pa.; Sec. H. S. Snively, Lancaster Junction, Pa.; Treas. C. Smith, Annville, Pa.

DIRECTORS.—H. S. Snively, Lancaster; J. L. Stehman, I. G. Erb, A. W. Shober, Lititz, Pa.; Thos. M. Righter, Mt. Carmel, Pa.; Martin Markle, Shamokin, Pa.; Morris Williams, Willkesbarre, Pa.

GENERAL OFFICE, McConnell-McWilliams Bldg., Shamokin, Pa.  
Date of information, Apr., 1903. z

### SHARON.

Population in 1880, 5,684, in 1900, 8,916.

Youngstown-Sharon Railway & Light Co. (See Youngstown, O.)

The Valley Street Railway Co.—Chartered Mar. 4, 1895, as a successor to the Shenango Valley Street Ry. Co., which was bought by the company at sheriff's sale on Mar. 4, 1895. Annual meeting second Thursday in May. This road has been rebuilt and re-equipped and is now a part of the railway system of the Youngstown-Sharon Railway & Light Co.

CAPITAL STOCK, authorized and issued, \$150,000; par value, \$50 per share.

FUNDED DEBT.—Shenango Valley Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$50,000; dated Nov. 1, 1892, due 1912; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Shenango Valley Street Ry. Co.'s second mortgage 6 p. c. gold bonds, authorized and issued, \$25,000; dated July 1, 1894, due 1914; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Third mortgage 5 p. c. gold bonds, authorized and issued, \$75,000; dated Jan. 1, 1901, due 1931; int. payable Jan. and July, at office of New York Security & Trust Co., New York City, trustee of mortgage.

OPERATION.—Year ending June 30, 1902

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$34,230 |
| Operating expenses.....      | 23,954   |
| Earnings from operation..... | 10,276   |
| Deductions from earnings.    |          |
| Taxes.....                   | 496      |
| Interest.....                | 8,250    |
| Net income.....              | 1,529    |
| Total surplus.....           | 1,280    |

#### OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 3,903 |
| Transportation expenses.....           | 19,084   |
| Maintenance of way and structures..... | 408      |
| "    " equipment.....                  | 559      |
| Total.....                             | \$23,954 |
| Passengers carried.....                | 683,715  |

| BALANCE SHEET.—Dated June 30, 1902. |           |                              |           |
|-------------------------------------|-----------|------------------------------|-----------|
| Assets.                             |           | Liabilities.                 |           |
| Cost of road and equip....          | \$302,168 | Capital stock.....           | \$150,000 |
| Cash.....                           | 177       | Funded debt.....             | 150,000   |
| Open accounts.....                  | 464       | Interest.....                | 500       |
|                                     |           | Accounts payable.....        | 1,029     |
|                                     |           | Profit and loss (surplus)... | 1,280     |
| Total.....                          | \$302,809 | Total.....                   | \$302,809 |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.98; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 6 motor cars. Operated by Gen. Elec. rotary transformers. Current taken from Youngstown Consolidated Gas & Electric Co.

OFFICERS.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery, Gen. Supt. Godfrey Morgan, Audr. S. C. Rogers.

DIRECTORS.—H. A. Whipple, W. L. Wallis, M. A. Norris, Martin A. Devitt, Alex. McDowell.

Date of information, Oct., 1902. b

Sharon & Wheatland Street Railway Co.—Chartered Sept. 15, 1899. Commenced operation July 11, 1901. This road is a part of Youngstown-Sharon Ry. & Light Co.'s system.

CAPITAL STOCK, \$50,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, issued \$50,000; int. payable at office of New York Security & Trust Co., trustee.

OPERATION.—Year ending June 30, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$56,713 |
| Operating expenses.....      | 35,291   |
| Earnings from operation..... | 21,422   |
| Deductions from earnings.    |          |
| Interest.....                | 2,500    |
| Taxes.....                   | 711      |
| Net income.....              | 18,211   |

#### OPERATING EXPENSES.

|                                        |           |
|----------------------------------------|-----------|
| Year ending June 30, 1902.             |           |
| General expenses.....                  | \$ 8,030  |
| Transportation expenses.....           | 24,578    |
| Maintenance of way and structures..... | 739       |
| "    " equipment.....                  | 1,944     |
| Total.....                             | \$35,291  |
| Passengers carried.....                | 1,134,260 |

BALANCE SHEET.—Dated June 30, 1902.

| Assets.            |           | Liabilities.                 |           |
|--------------------|-----------|------------------------------|-----------|
| Cost of road.....  | \$101,265 | Capital stock.....           | \$50,000  |
| Cash.....          | 401       | Funded debt.....             | 50,000    |
| Open accounts..... | 18,658    | Accounts payable.....        | 2,310     |
| Sundries.....      | 197       | Profit and loss (surplus)... | 18,211    |
| Total.....         | \$120,521 | Total.....                   | \$120,521 |

PLANT AND EQUIPMENT.—Miles of track (electric), 2.33; gauge, 4 ft. 8½ in.; 70 lb. T and 92 lb. girder rail; 9 motor cars.

OFFICERS.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. R. Montgomery, Gen. Supt. Godfrey Morgan, Audr. S. C. Rogers.

DIRECTORS.—Wm. L. Wallis, H. W. Whipple, Martin A. Devitt, Randall Montgomery, Myron A. Morris.

Date of information, Oct., 1902. b

Sharon & New Castle Street Railway Co.—This company has 17 miles of electric railway under construction, and is a part of the Youngstown & Sharon Railway & Light Co.'s system. The track will be laid with 70 lb. T and 94 lb. girder rail; 4 ft. 8½ in. gauge.

Date of information, Jan., 1902. z

### SHENANDOAH.

Population in 1880, 10,147, in 1890, 15,944, in 1900, 20,321.

Shenandoah Electric Street Railway Co.—This road is now in course of construction.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; 8 cars.

OFFICERS.—Pres. Hamilton Godfrey, Reading, Pa.; Sec. M. H. Reutscher, Ringtown, Pa.; Treas. J. W. Johnson, Shenandoah, Pa.

Date of information, Feb., 1901. z

### SPRING CITY.

Population in 1900, three towns, 16,000.

Montgomery & Chester Electric Railway Co.—This road connects Royersford and Spring City with Phoenixville.

CAPITAL STOCK, \$100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$100,000; dated Mar. 1, 1899, due 1929; int. payable Mar. and Sept.

Please note date of information at end of each report.

## OPERATION.—Year ending June 30, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$14,045 |
| Operating expenses.....      | 15,402   |
| Earnings from operation..... | *1,357   |
| Deductions from earnings.    |          |
| Interest.....                | 5,000    |
| Net deficit.....             | 6,357    |
| *Deficit.                    |          |

## OPERATING EXPENSES.

## Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$2,384  |
| Transportation expenses.....           | 9,693    |
| Maintenance of way and structures..... | 1,119    |
| “ “ equipment.....                     | 2,205    |
| Total.....                             | \$15,402 |
| Passengers carried.....                | 310,827  |

## BALANCE SHEET.—Dated June 30, 1902.

| Assets.                             | Liabilities.                 |
|-------------------------------------|------------------------------|
| Cost of road and equip. \$160,614   | Capital stock.....\$ 55,000  |
| Cash..... 422                       | Funded debt..... 100,000     |
| Profit and loss (deficit)... 11,114 | Interest..... 10,876         |
|                                     | Other liabilities..... 6,275 |
| Total..... \$172,150                | Total.....\$172,150          |

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 8 cars; rent power.

OFFICERS.—Pres. L. K. Perot, Sec. & Treas. F. H. Shelton, Man. J. W. Gillette, Phoenixville, Pa.

DIRECTORS.—L. K. Perot, F. H. Shelton, D. J. Collins, Philadelphia; W. D. Jones, Phoenixville.

GENERAL OFFICE, 1004 Pennsylvania Bldg., Philadelphia, Pa.

Date of information, Mar., 1903. z

## STROUDSBURG.

Population in, 1880, 1,860, in 1890, 2,419, in 1900, 3,450.

Stroudsburg Passenger Railway Co.—Chartered Feb. 14, 1868.

CAPITAL STOCK, authorized and issued, \$51,200.

FUNDED DEBT.—4 p. c. bonds, authorized, \$15,000; issued, \$7,000; dated 1901, due 1911.

## OPERATION.—Year ending June 30,

|                           | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|---------------------------|---------|---------|---------|---------|---------|
| Gross receipts.....       | \$5,242 | \$5,591 | \$6,155 | \$6,875 | 7,104   |
| Operating expenses.....   | 3,852   | 4,416   | 4,536   | 4,443   | 5,921   |
| Earnings from operation.  | 1,390   | 1,175   | 1,619   | 2,432   | 1,183   |
| Deductions from earnings. |         |         |         |         |         |
| Taxes.....                | 187     | 188     | 187     | 211     | 238     |
| Net income.....           | 1,203   | 987     | 1,432   | 2,221   | 944     |
| Dividends.....            | 1,283   | 1,383   | 1,383   | 1,384   |         |
| Net deficit.....          | 80      | 396     | †49     | †837    |         |
| †Surplus.                 |         |         |         |         |         |
| Passengers carried.....   |         |         |         |         | 121,161 |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Construction.....           | \$36,954 | \$36,954 | \$36,954 | \$41,750 | \$45,958 |
| Equipment.....              | 9,450    | 9,450    | 9,450    | 9,450    | 15,985   |
| Cash and current assets.... | 2,144    | 1,821    | 2,240    | 1,239    | 3,598    |
| Open accounts.....          |          |          |          | 1,763    |          |
| Total.....                  | \$48,548 | \$48,225 | \$48,644 | \$54,202 | \$65,540 |
| LIABILITIES.                |          |          |          |          |          |
| Capital stock.....          | \$46,404 | \$46,404 | \$46,404 | \$51,200 | \$51,200 |
| Funded debt.....            |          |          |          |          | 7,000    |
| Accounts payable.....       |          |          |          | 869      | 520      |
| Gain for year.....          |          |          |          | 837      |          |
| Other liabilities.....      | 501      | 573      | 944      |          | 3,743    |
| Balance.....                | 1,643    | 1,248    | 1,296    | 1,296    | 3,077    |
| Total.....                  | \$48,548 | \$48,225 | \$48,644 | \$54,202 | \$65,540 |

PLANT AND EQUIPMENT.—Miles of track (steam), 2.75; gauge, 4 ft. 8½ in.; 45 lb. T rail; 2 motor cars, 3 trail cars.

OFFICERS.—Pres. Frank H. Smith, Sec. C. B. Staples, Treas. Wm. Gunsaulis, Supt. E. F. Smith.

DIRECTORS.—Frank H. Smith, W. S. Shaffer and C. B. Staple, of Stroudsburg, Pa.; I. S. Case, of Tobyhanna Mills, Pa.; L. B. Smith, Bushkill, Pa.

Date of information, Oct., 1902. b

## SUNBURY.

Population of Sunbury in 1880, 4,077, in 1890, 5,930, in 1900, 9,810; of Northumberland, 1880, 3,126, 1890, 3,192, in 1900, 3,215.

Sunbury & Northumberland Electric Railway Co.—Chartered Jan. 24, 1885, reorganized May 28, 1892, and operation recommenced with new roadbed and equipment Sept. 1, 1892. Annual meeting first Monday in May.

CAPITAL STOCK, authorized and issued, \$125,000; par value, \$50 per share.

FUNDED DEBT.—General mortgage 5 p. c. bonds, authorized and issued, \$125,000; int. payable Jan. and July.

## OPERATION.—Year ending June 30,

|                             | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers... | \$13,732 | \$13,901 | \$15,500 | \$13,931 | \$14,671 |
| “ other sources.....        | 5,622    | 5,573    | 4,648    | 7,516    | 10,403   |
| “ total.....                | 19,354   | 19,474   | 20,157   | 21,447   | 25,074   |
| Operating expenses.....     | 15,396   | 15,499   | 16,101   | 18,008   | 20,664   |
| Earnings from operation.... | 3,958    | 3,975    | 4,056    | 3,439    | 4,410    |
| Deductions from earnings.   |          |          |          |          |          |
| Interest.....               |          |          | 4,611    | 3,335    | 3,894    |
| Rentals.....                | 3,900    | 3,900    |          |          |          |
| Taxes.....                  | 112      | 38       | 274      | 137      | 1,250    |
| Net income.....             | *54      | 37       | *829     | *38      | *733     |
| Total deficit.....          | 20,759   | 20,722   | 15,706   | 8,738    | 12,216   |
| *Deficit.                   |          |          |          |          |          |

## OPERATING EXPENSES.

## Year ending June 30, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 2,641 |
| Transportation expenses.....           | 10,439   |
| Maintenance of way and structures..... | 3,145    |
| “ of equipment.....                    | 4,440    |
| Total.....                             | \$20,664 |
| Passengers carried.....                | 314,954  |

## BALANCE SHEET.—Dated June 30,

| ASSETS.                           | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road and equip. \$195,651 | \$195,665 | \$195,665 | \$195,681 | \$143,017 |           |
| Cash assets.....                  | 370       | 503       | 223       | 3,437     | 52,664    |
| Material and supplies....         | 203       | 789       |           |           | 300       |
| Profit and loss (deficit)...      | 20,759    | 20,722    | 15,706    | 8,738     | 12,216    |
| Total.....                        | \$216,983 | \$217,679 | \$211,594 | \$207,856 | \$208,197 |
| LIABILITIES.                      |           |           |           |           |           |
| Capital stock.....                | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$125,000 |
| Funded debt.....                  | 65,000    | 65,000    | 51,500    | 5,000     | 5,000     |
| Floating debt.....                | 24,638    | 24,984    | 25,350    |           |           |
| Loans.....                        |           |           |           | 70,000    | 75,000    |
| Interest.....                     |           |           |           | 1,875     |           |
| Accounts payable.....             |           |           |           | 5,481     | 3,154     |
| Other liabilities.....            | 2,335     | 2,695     | 9,744     |           | 43        |
| Total.....                        | \$216,983 | \$217,679 | \$211,594 | \$207,856 | \$208,197 |

PLANT AND EQUIPMENT.—Miles of track (electric), 3.9; gauge, 5 ft. 2½ in.; 56 lb. girder rail; 7 motor cars; Harrisburg engines, West. dynamos and motors, Stephenson and Newcastle cars.

OFFICERS.—Pres. Pierre S. du Pont, Sec. & Treas. S. P. Wolverton, Gen. Supt. S. P. Wolverton, Jr.

DIRECTORS.—Pierre S. du Pont, S. P. Wolverton, S. P. Wolverton, Jr., J. J. Rashab, C. M. Clement, W. A. Donaldson.

GENERAL OFFICE, Sunbury, Pa.

Date of information, Mar., 1903. z

## TARENTUM.

Population in 1880, 1,245; in 1890, 4,627; in 1900, 5,472.

Tarentum Traction Passenger Railway Co.—Chartered May 20, 1890. Annual meeting second Tuesday in Jan.

Capital Stock, authorized, \$100,000, issued, \$50,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$100,000; dated Oct. 1, 1895, due 1925; denom. \$1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, Pa., trustee of mortgage.

## Operation.—Year ending June 30,

|                          | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|--------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....      | \$19,927 | \$19,894 | \$22,591 | \$26,058 | \$31,525 |
| Operating expenses.....  | 14,147   | 15,283   | 18,345   | 16,707   | 17,768   |
| Earnings from operation  | 5,780    | 4,611    | 4,246    | 9,351    | 13,757   |
| Deductions from earnings |          |          |          |          |          |
| Interest.....            | 6,000    | 6,000    | 6,000    | 6,000    | 6,000    |
| Taxes.....               | 924      | 544      | 181      | 1,557    | 1,037    |
| Other expenses.....      |          |          |          | 410      | 1,128    |
| Net income.....          | *1,144   | *1,933   | *1,935   | 1,384    | 5,593    |
| *Deficit.                |          |          |          |          |          |

Please note date of information at end of each report.

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 1,409 |
| Transportation expenses.....           | 12,590   |
| Maintenance of way and structures..... | 622      |
| "    of equipment.....                 | 3,148    |

Total.....\$17,768  
 Passengers carried.....735,160

## Balance Sheet.—Dated June 30,

| ASSETS.                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Construction & equip. ....   | \$140,900 | \$141,997 | \$143,226 | \$144,561 | \$144,901 |
| Stock.....                   | 630       | 660       | 410       |           |           |
| Cash.....                    | 9,870     | 9,907     | 9,923     | 560       | 9,267     |
| Sinking fund.....            |           |           |           | 2,989     |           |
| Other liabilities.....       | 1,754     | 1,250     | 1,250     |           | 55,348    |
| Profit and loss (deficit) .. | 1,941     | 3,874     | 5,809     | 4,425     |           |

Total.....\$155,095 \$157,688 \$160,618 \$152,535 \$209,516

## LIABILITIES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....        | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Funded debt.....          | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Bills payable.....        | 1,519     | 1,519     | 1,519     |           | 55,000    |
| Accrued interest.....     | 2,370     | 4,500     | 7,500     | 1,500     | 1,500     |
| Accounts payable.....     | 1,206     | 1,669     | 1,599     | 1,035     | 1,848     |
| Profit and loss (surplus) |           |           |           |           | 1,168     |

Total.....\$155,095 \$157,688 \$160,618 \$152,535 \$209,516

**Plant and Equipment.**—Miles of track (electric), 27; gauge, 5 ft. 2½ in.; 80 and 90 lb. girder rail; 20 motor cars; West. dynamos and motors.

**Officers.**—Pres. W. L. Mellon, Sec. Weaver H. Rogers, Asst. Sec. T. Mellon, Jr., Treas. W. S. Mitchell.

**Directors.**—W. L. Mellon, Weaver H. Rogers, W. S. Mitchell, J. H. Gross, T. Mellon, all of Pittsburg, Pa.

**General Office,** Tarentum, Pa. **Treasurer's office,** 514 Smithfield St., Pittsburg, Pa.

Date of information, Mar., 1903.

## TITUSVILLE.

Population in 1880, 9,046, in 1890, 8,073, in 1900, 8,244.

**Titusville Electric Traction Co.**—Charter and municipal franchise granted in Jan., 1897, to construct an electric railway from Titusville to Hydetown, East Titusville and Pleasantville.

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized, and issued, \$100,000; dated July 1898, due 1913.

|                                       |          |          |          |          |  |
|---------------------------------------|----------|----------|----------|----------|--|
| OPERATION.—Year ending June 30, 1899. |          |          |          |          |  |
| Gross receipts.....                   | \$19,006 | \$23,934 | \$26,418 | \$31,552 |  |
| Operating expenses.....               | 9,521    | 15,206   | 16,867   | 17,006   |  |

|                              |       |       |       |        |  |
|------------------------------|-------|-------|-------|--------|--|
| Earnings from operation..... | 9,485 | 8,728 | 9,559 | 14,546 |  |
| Deductions from earnings.    |       |       |       |        |  |
| Taxes.....                   | 88    | 180   | 271   | 164    |  |
| Interest.....                |       | 6,000 | 6,000 | 6,000  |  |
| Other deductions.....        |       | 1,835 | 1,363 |        |  |

Net income.....9,397 713 2,917 8,382

## OPERATING EXPENSES.

|                                        |          |
|----------------------------------------|----------|
| Year ending June 30, 1902.             |          |
| General expenses.....                  | \$ 2,004 |
| Transportation expenses.....           | 12,257   |
| Maintenance of way and structures..... | 941      |
| "    of equipment.....                 | 1,804    |

Total.....\$17,006

## BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Cost of road.....           | \$ 82,533 | \$ 91,646 | \$120,508 | \$128,334 |
| Cost of equipment.....      | 34,301    | 38,010    | 38,065    | 38,065    |
| Materials and supplies..... | 600       | 3,010     | 462       | 33,043    |
| Cash.....                   | 7,816     | 713       | 1,916     | 558       |

Total.....\$125,250 \$133,379 \$160,951 \$200,000

## LIABILITIES.

|                                |           |        |           |           |
|--------------------------------|-----------|--------|-----------|-----------|
| Capital stock.....             |           |        | \$100,000 | \$100,000 |
| Funded debt.....               | \$ 34,000 |        | 100,000   | 100,000   |
| Loans.....                     | 54,100    | 10,500 | 25,996    |           |
| Accounts payable.....          | 29,331    | 19,823 | 32,900    |           |
| Other liabilities.....         |           | 2,343  | 139       |           |
| Profit and loss (surplus)..... | 7,819     | 713    | 1,916     |           |

Total.....\$125,250 \$133,379 \$160,951 \$200,000

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft; 8½ in.; 60 lb. and 67 lb. girder rail; 13 motor cars, 1 dummy engine; Atlas-Corliss engines, Gen. Elec. dynamos, American cars, Peckham trucks.

**OFFICERS.**—Pres. John A. Connolly, Sec. Treas. & Gen. Man. W. R. Brown, Ch. Engr. A. A. Robertson.

**DIRECTORS.**—John A. Connolly, Chas. F. Hart, Chas. Pfizer, Jr., J. C. Wildmerding, Jr., W. R. Brown.

**GENERAL OFFICE,** Pleasantville, Pa.

Date of information, Mar., 1903.

## TRAPPE.

Population in 1900, 324; Limerick, 2,250.

**Trappe & Limerick Street Railway Co.**—Chartered July 25, 1899. On Dec., 31, 1900, this road was leased to the Roxborough, Chestnut Hill & Norristown Ry. Co., which is now operated by the Schuylkill Valley Ry. Co.

**CAPITAL STOCK,** authorized and issued, \$200,000; par value \$50 per share.

**FUNDED DEBT.**—First mortgage 4½ p. c. bonds, \$250,000; issued \$200,00; dated July 1, 1901, due 1931.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 8.

**OFFICERS.**—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell, Gen. Supt. Geo. Hoeger.

**DIRECTORS.**—John A. Rigg, H. C. Moore, N. H. Larzalere, E. J. Moore, John T. Dyer.

**GENERAL OFFICE,** Norristown, Pa.

**REFERENCE.**—Opening of road, Vol. XIX, June 21, '02, p. 778 (map).

Date of information, Mar., 1903.

## TYRONE.

Population in 1900, 5,847.

**Tyrone Electric Railway Co.**—This road is under construction and will connect Bellwood, Birmingham and East Tyrone.

**Officers.**—Pres. D. S. Kloss, Tyrone, Pa.; V. Pres. E. C. Poorman, Sec. & Treas. A. R. Grier, Birmingham, Pa.

Date of information, Mar., 1902.

## WARREN.

Population in 1880, 2,810, in 1890, 4,332, in 1900, 8,043.

**Warren Street Railway Co.**—Chartered Mar. 14, 1889. This company commenced operation July 1, 1893. Annual meeting second Monday in Jan.

**CAPITAL STOCK,** authorized and issued, \$200,000.

**FUNDED DEBT.**—First mortgage, 5 p. c. bonds, authorized and issued, \$75,000; dated Apr., 1, 1900, due 1926, int. payable Apr. and Oct. at office of the company, Warren, Pa.; trustee of mortgage, Warren National Bank.

5 p. c. bonds, authorized and issued, \$125,000; dated July 1, 1901, due 1931.

|                                 |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
| OPERATION.—Year ending June 30, |          |          |          |          |          |
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Total receipts.....             | \$22,755 | \$26,562 | \$30,179 | \$41,904 | \$62,332 |
| Operating expenses.....         | 17,359   | 20,797   | 19,779   | 25,796   | 43,573   |
| Earnings from operation.....    | 5,396    | 5,765    | 10,400   | 16,108   | 18,759   |
| Deduct. from earnings.          |          |          |          |          |          |
| Int. on funded debt..           | 2,358    |          | 3,592    | 3,750    | 5,551    |
| Taxes.....                      |          | 2,571    | 964      | 1,437    | 1,528    |
| Other deductions.....           |          | 4,152    |          |          |          |
| Net income.....                 | 3,038    | *958     | 5,844    | 10,921   | 11,680   |
| * Deficit.                      |          |          |          |          |          |

Passengers carried.....982,110 1,342,974

## BALANCE SHEET.—Dated June 30,

| ASSETS.                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road.....            | \$ 67,433 | \$ 69,266 | \$ 84,502 | \$ 93,623 | \$326,964 |
| "    equipment.....          | 24,872    | 25,500    | 30,838    | 31,170    | 71,269    |
| Other permanent invests.     |           |           | 15,954    |           | 50,000    |
| Cash assets.....             | 578       | 564       | 4,304     | 6,725     | 6,097     |
| Unpaid capital stock....     | 15,200    | 15,000    |           | 25,000    |           |
| Materials and supplies...    |           |           |           | 755       |           |
| Open accounts.....           |           |           |           | 800       |           |
| Other assets.....            | 437       |           | 21,946    | 5,284     |           |
| Profit and loss (deficit)... |           | 958       |           |           |           |

Total.....\$108,520 \$111,288 \$157,544 \$163,357 \$454,329

## LIABILITIES.

|                              |           |           |           |           |           |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....           | \$ 50,000 | \$ 50,000 | \$ 75,000 | \$ 75,000 | \$200,000 |
| Funded debt.....             | 50,000    | 50,000    | 75,000    | 75,000    | 200,000   |
| Bills & acc. payable.....    | 3,142     | 9,100     | 500       |           | 18,433    |
| Accrued interest.....        | 2,358     | 625       | 1,200     | 936       | 3,216     |
| Sundries.....                |           | 1,563     |           | 500       | 21,000    |
| Profit and loss (surplus) .. | 3,020     |           | 5,844     | 10,921    | 11,680    |

Total.....\$108,520 \$111,288 \$157,544 \$163,357 \$454,329

Please note date of information at end of each report.



**PLANT AND EQUIPMENT.**—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 45 lb. T and 66 lb. girder rail; 21 motor cars and 3 trail cars; West. dynamos and motors, New Castle and Brill cars; rent power.

**OFFICERS.**—Pres. Man. Supt. D. H. Siggins, Sec. Jas. D. Woodward, Treas. & Pur. Agt. H. A. Siggins, Elec. Chas. Weaver, Ch. Engr. D. F. A. Wheelock, all of Warren, Pa.

**DIRECTORS.**—D. H. Siggins, W. R. Lavery, John Hepburn, J. D. Woodward, H. A. Siggins, all of Warren, Pa.

**GENERAL OFFICE,** 101 Liberty St., Warren, Pa.

**POWER STATION,** Stoneham, Pa.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

z

## WASHINGTON.

Population in 1880, 4,292, in 1890, 7,063, in 1900, 7,670.

**Washington Electric Street Railway Co.**—Chartered June 17, 1889. On Sept. 17, 1895, the Washington & Tylerdale Street Ry. Co. was consolidated with this company.

**CAPITAL STOCK,** authorized and issued, \$125,000; par value, \$50 per share.

**FUNDED DEBT,** authorized and issued, \$125,000.

**OPERATION.**—Year ending June 30,

|                            | 1898.    | 1899.  | 1900.    | 1901.    | 1902.    |
|----------------------------|----------|--------|----------|----------|----------|
| Gross receipts.....        | \$27,701 | 26,656 | \$34,532 | \$42,496 | \$50,402 |
| Operating expenses.....    | 18,474   | 16,541 | 250,084  | 27,781   | 21,592   |
| Earnings from operation... | 9,227    | 10,115 | 9,448    | 14,715   | 28,810   |
| Interest.....              |          | 6,250  | 6,250    | 6,250    | 5,729    |
| Taxes.....                 |          |        | 1,469    | 1,249    | 1,236    |
| Other expenses.....        |          |        |          | 5,705    |          |
| Net income.....            |          | 3,865  | 1,729    | 1,511    | 21,845   |

### OPERATING EXPENSES.

Year ending June 20, 1902.

|                                        |          |
|----------------------------------------|----------|
| General expenses.....                  | \$ 6,150 |
| Transportation expenses.....           | 12,211   |
| Maintenance of way and structures..... | 1,971    |
| “ “ equipment.....                     | 1,260    |

Total.....\$21,592

Passengers carried.....1,003,828

**BALANCE SHEET.**—Dated June 30,

| ASSETS.              | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Construction.....    | \$229,028 | \$229,028 | \$229,028 | \$229,028 | \$229,028 |
| Equipment.....       | 35,654    | 35,654    | 35,654    | 35,654    | 35,654    |
| Cash.....            | 331       | 1,095     | 3,324     | 9,226     | 14,078    |
| Bills receivable.... |           |           |           | 2,737     | 1,200     |
| Open accounts....    | 8,211     | 10,595    | 10,742    | 1,753     | 19,734    |
| Materials and sup.   | 1,754     | 2,214     | 2,339     | 1,740     | 1,534     |
| Machinery & tools.   | 3,401     | 3,350     | 3,365     | 3,376     | 3,597     |

Total.....\$278,379 \$281,936 \$284,452 \$283,514 \$304,825

### LIABILITIES.

|                       |           |           |           |           |           |
|-----------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....    | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$125,000 |
| Funded debt.....      | 125,000   | 125,000   | 125,000   | 125,000   | 125,000   |
| Accounts payable..    | 3,402     | 3,094     | 3,881     | 1,431     | 897       |
| Profit & loss (surp.) | 24,977    | 28,842    | 30,571    | 32,083    | 53,928    |

Total.....\$278,379 \$281,936 \$284,452 \$283,514 \$304,825

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.3; gauge, 5 ft. 2½ in.; 48 lb. and 52 lb. rail; 12 motor cars; Gen. Elec. and West. dynamos and motors, Brill and New Castle cars.

**OFFICERS.**—Pres. F. J. Torrance, Sec. Arthur Kennedy, Treas. W. C. Hagan, Supt. & Pur. Agt. Jas. Kent.

**DIRECTORS.**—Francis J. Torrance, Arthur Kennedy and W. C. Hogan, of Allegheny, Pa.; Thos. B. Hutchinson, Pittsburg, Pa.; Jno. A. Wilson, Washington, Pa.

Date of information, Nov., 1902.

b

**Washington & Canonsburg Railway Co.**—This company has 12 miles of track under construction.

**OFFICERS.**—Pres. Francis J. Torrance, Allegheny, Pa.; Sec. Arthur Kennedy, Allegheny, Pa.; Treas. W. C. Hagan, Allegheny, Pa.; Supt. & Pur. Agt. Jas. Kent.

**GENERAL OFFICE,** 19 N. Main St., Washington, Pa.

Date of information, Jan., 1903.

d

## WEBSTER.

**Webster, Monessen, Bellevernon & Fayette City Street Railway Co.**—This company has 3 miles of track under construction.

**OFFICERS.**—Pres. & Treas. S. M. Graham, Uniontown, Pa.; Sec. John R. Byrne, Scotdale, Pa.; Man. Supt. & Pur. Agt. John McBride, Monessen; Engr. T. J. Allen, Charleroi, Pa.; Elec. C. J. Bootes, Monessen.

Date of information, Jan., 1903.

d

## WEST CHESTER.

Population in 1880, 7,046, in 1890, 8,028, in 1900, 9,524.

**West Chester Street Railway Co.**—Chartered Aug. 4, 1890. Annual meeting second Monday in Jan.

**CAPITAL STOCK,** authorized and issued, \$60,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$30,000; dated, Oct. 1, 1891, due 1911.

Real estate mortgage, 5 p. c., \$4,000.

**OPERATION.**—Year ending June 30,

|                           | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|---------------------------|----------|----------|----------|----------|----------|
| Gross receipts.....       | \$16,551 | \$16,420 | \$16,489 | \$17,083 | \$15,237 |
| Op. exp. (including int.) | 15,381   | 13,885   | 19,062   | 13,637   | 13,082   |
| Earnings from operation   | 1,170    | 2,535    | *3,473   | 3,446    | 2,155    |
| Deduction from earnings.  |          |          |          |          |          |
| Interest.....             |          | 2,328    | 1,700    | 2,308    | 2,376    |
| Taxes.....                |          | 1,128    | 2,940    | 454      | 370      |
| Other deductions....      |          |          | 1,613    | 626      | 600      |
| Net income.....           |          | *921     | *9,726   | 58       | *1,191   |
| *Deficit.                 |          |          |          |          |          |

### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |        |
|----------------------------------------|--------|
| General expenses.....                  | \$ 267 |
| Transportation expenses.....           | 9,351  |
| Maintenance of way and structures..... | 1,655  |
| “ “ of equipment.....                  | 1,809  |

Total.....\$13,082

Passengers carried.....244,908

**BALANCE SHEET.**—Dated June 30,

| ASSETS.                 | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road and equip. | \$121,398 | \$121,526 | \$119,869 | \$119,869 | \$119,869 |
| Cash on hand.....       | 810       | 724       | 3,284     | 2,114     | 803       |
| Other assets.....       | 1,375     | 1,547     | 1,785     | 2,416     | 1,989     |

Total.....\$123,583 \$123,797 \$124,938 \$124,399 \$122,662

### LIABILITIES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....        | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Funded debt.....          | 34,000    | 34,000    | 34,000    | 34,000    | 34,000    |
| Bills payable.....        | 14,700    | 13,700    | 13,700    |           |           |
| Accounts payable....      | 1,740     | 2,875     | 13,415    | 27,322    | 26,776    |
| Accrued interest.....     | 477       | 477       | 803       |           |           |
| Profit and loss (surp.).. | 13,666    | 12,745    | 3,020     | 3,077     | 1,886     |

Total.....\$123,583 \$123,797 \$124,938 \$124,399 \$122,662

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 45 lb. and 60 lb. girder and flat rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. Meyer Schomberg, Sec. W. A. MacDonald, Treas. J. W. Woodside, Gen. Supt. C. V. Mills.

**DIRECTORS.**—R. T. Cornwell, M. H. Matlack, Meyer Schomberg, W. A. MacDonald, John W. Woodside.

**GENERAL OFFICE,** Philadelphia, Pa.

Date of information, Oct., 1902.

b

**West Chester, Kennett Square & Wilmington Electric Railway Co.**—This company is constructing 28 miles of road, part of which is in operation.

**OFFICERS.**—Pres. Thos. B. Hall, V. Pres. Maurice E. White, Sec. & Treas. T. H. Paist, Elec. Engr. Vandergrift Construction Co., Supt. Oliver D. Henry.

**GENERAL OFFICE,** 653 Drexel Bldg., Philadelphia, Pa.

Date of information, May, 1903.

d

## WEST POINT.

**Lansdale & Norristown Electric Railway Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; gauge, 5 ft. 2½ in.; 4 cars.

**OFFICERS.**—Pres. & Gen. Man. Stephen S. Emery, Butztown, Pa.; V. Pres. Geo. H. Young, West Bethlehem, Pa.; Sec. & Treas. A. T. Gorman, Easton, Pa.; Supt. & Pur. Agt. D. L. Beaulieu, Ch. Engr. Power Station S. J. Blatchford, Mast. Mech. C. M. Renther.

**GENERAL OFFICE,** West Point, Montgomery Co., Pa.

Date of information, Jan., 1903.

d

Please note date of information at end of each report.

**WILKESBARRE.**

Population in 1880, 23,339, in 1890, 37,718, in 1900, 51,721.

The population served by the Wilkesbarre & Wyoming Valley Traction system was (Jan. 1, 1900) approximately 200,000.

**Wilkesbarre & Wyoming Valley Traction Co.**—Chartered Feb. 9, 1891. Annual meeting fourth Monday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

This company controls, leases and operates all the lines in Wilkesbarre and in the Wyoming Valley as follows:

|                                         | Capital Stock<br>Issued. | Owned.    | Funded<br>Debt. |
|-----------------------------------------|--------------------------|-----------|-----------------|
| W'barre & Kingston Pass. Ry. Co.        | \$100,000                | \$ 99,700 | \$ 90,000       |
| W'barre & Suburban St. Ry. Co.          | 100,000                  | 93,500    | 40,000          |
| Coalville Pass. Ry. Co.                 | 62,400                   | 33,700    | 12,000          |
| Plymouth St. Ry. Co.                    | 12,000                   | 12,000    |                 |
| Pittston Street Car Co.                 | 200,000                  | 200,000   | 200,000         |
| Pittston, Moosic & Pl. Val. St. Ry. Co. | 42,000                   | 42,000    |                 |
| West Pittston & Wyoming St. Car Co.     | 30,000                   | 30,000    |                 |
| Nanticoke St. Ry. Co.                   | 12,000                   | 12,000    |                 |
| Wilkesbarre & West Side Ry. Co.         | 100,000                  | 92,450    | 35,000          |
| Wilkesbarre & East Side Ry. Co.         | 150,000                  | 150,000   | *150,000        |
| Plymouth Bridge Co.                     | 75,000                   | 75,000    | 150,000         |

\* NOTE.—These bonds are in the hands of the trustee of the collateral mortgage bonds (see below), and no interest is payable thereon as long as the interest is paid regularly on the collateral mortgage bonds.

**CAPITAL STOCK**, authorized and issued, \$5,000,000; par value, \$100 per share.

**FUNDED DEBT.**—\$2,496,000 as follows. First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$1,500,000; dated Apr. 1, 1891, due, 1921; denom. \$1,000; int. payable (free of tax) Apr. and Oct. at Provident Life & Trust Co., of Philadelphia.

5 p. c. collateral trust and mortgage gold bonds, authorized and issued, \$325,000, dated Jan. 1, 1895, due 1925; int. payable Jan. and July at Anthracite Savings Bank, of Wilkesbarre, trustee.

Pittston Street Car Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$200,000; coupon, but may be registered; dated Dec. 11, 1893, due Dec. 11, 1918; denom. \$1,000; int. payable June and Dec., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Plymouth Bridge Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$150,000; dated Oct. 1, 1894; due, 1924, but subject to call in 1904, and thereafter at the rate of \$3,000 per annum; int. payable Apr. and Oct., at Anthracite Savings Bank, trustee of mortgage.

Coalville Passenger Ry. Co.'s 5 p. c. bonds, \$12,000.

Wilkesbarre & East Side Ry. Co.'s 5 p. c. bonds, \$150,000.

Wilkesbarre & Suburban Street Ry. Co.'s 5 p. c. bonds, \$40,000.

Wilkesbarre & West Side Ry. Co.'s bonds, \$35,000.

Wilkesbarre & Kingston Passenger Ry. Co.'s 6 p. c. bonds, \$90,000.

NOTE.—The collateral trust and mortgage bonds are secured by the deposit with the trustee of \$150,000 stock and \$150,000 first mortgage 5 p. c. bonds of the Wilkesbarre & East Side Ry. Co.; \$85,000 stock of the Wilkesbarre & Suburban Street Ry. Co. (on which the company guarantees 6 p. c. dividends); \$15,000 stock of the Wilkesbarre & West Side Ry. Co., on which the company guarantees 6 p. c. dividends, and a second mortgage on all the property and franchises of the company.

| OPERATION.—Year ending June 30, | 1901.     | 1902.     |
|---------------------------------|-----------|-----------|
| Receipts from passengers        | \$603,944 | \$629,563 |
| " " other sources               | 2,282     | 4,653     |
| " total                         | 606,226   | 634,216   |
| Operating expenses              | 347,210   | 299,935   |
| Earnings from operation         | 259,016   | 334,281   |
| Deductions from earnings.       |           |           |
| Taxes                           | 23,407    | 25,725    |
| Interest on funded debt         | 90,850    | 90,880    |
| Rentals                         | 24,033    | 23,633    |
| Other expenses                  | 41,062    | 7,889     |
| Net income                      | 79,664    | 186,154   |
| Dividends                       | 150,000   | 212,500   |
| Surplus                         | *70,336   | *26,346   |
| Total surplus                   |           | 70,520    |
| * Deficit.                      |           |           |

**OPERATING EXPENSES.**

| Year ending June 30,             | 1901.      | 1902.      |
|----------------------------------|------------|------------|
| General expenses                 | \$ 59,160  | \$ 59,163  |
| Transportation expenses          | 144,661    | 159,042    |
| Maintenance of way and buildings | 105,658    | 48,435     |
| " " equipment                    | 37,731     | 33,295     |
| Total                            | \$347,210  | \$299,935  |
| Passengers carried               | 12,517,471 | 13,098,909 |

**BALANCE SHEET.—Dated**

|                           | —Dec. 31,—<br>1898. | 1899.       | —June 30,—<br>1901 | 1902.       |
|---------------------------|---------------------|-------------|--------------------|-------------|
| <b>ASSETS.</b>            |                     |             |                    |             |
| Construction and equip.   | \$6,769,864         | \$6,989,502 | \$7,127,393        | \$7,214,636 |
| Stock of other companies  |                     |             |                    |             |
| Personal property         | 220,575             |             |                    |             |
| Cash                      | 41,402              | 14,549      | 66,596             | 39,154      |
| Indemnity fund            | 7,230               |             |                    |             |
| Sinking fund              | 30,000              | 33,000      |                    |             |
| Supplies                  | 7,823               | 6,288       | 15,777             |             |
| Open accounts             | 37,970              | 12,988      | 8,074              | 12,858      |
| Other assets              |                     |             | 55,517             | 17,309      |
| Total                     | \$7,114,864         | \$7,056,327 | \$7,273,357        | \$7,283,957 |
| <b>LIABILITIES.</b>       |                     |             |                    |             |
| Capital stock             | \$5,000,000         | \$5,000,000 | \$5,000,000        | \$5,000,000 |
| Funded debt               | 1,825,000           | 1,819,000   | 1,817,000          | 1,817,000   |
| Interest on debt, etc.    |                     |             | 22,683             | 22,683      |
| Bills payable             | 65,000              | 127,219     |                    |             |
| Open accounts             | 36,647              | 33,576      | 245,596            | 355,018     |
| Other liabilities         |                     |             | 149,217            | 18,735      |
| Profit and loss (surplus) | 188,217             | 76,532      | 38,861             | 70,520      |
| Total                     | \$7,114,864         | \$7,056,327 | \$7,273,357        | \$7,283,957 |

NOTE.—A dividend of 1 p. c. on capital stock was paid semi-annually in 1896. Dividends of 1 p. c. were paid in Jan., 1897, 1898 and 1899. The balance of net income was transferred to improvement account, having been expended in new equipment and betterments. In 1900, 3 p. c., in 1901, 3 p. c., in 1902, 4½ p. c.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 150 cars, of which 130 are motor cars and 20 trail cars; 3,350 H. P. station plant; Harrisburg F. & M. Works engines and boilers, Gen. Elec., Short and West. dynamos and motors Brill and St. Louis cars.

**OFFICERS.**—Pres. Jno. A. Rigg, Reading, Pa.; V. Pres. H. C. Moore, Trenton, N. J.; Sec. & Treas. Wm. S. Bell, Philadelphia, Pa.; Gen. Man. T. A. Wright.

**DIRECTORS.**—George N. Reichard, W. G. Eno, Wm. J. Harvey, Abram Nesbitt, Benjamin Reynolds, Wilkesbarre, Pa.; T. C. Barr, Orange, N. J.; Jno. A. Rigg, Reading, Pa.; H. C. Moore, F. W. Roebing, Trenton, N. J.; E. J. Moore, Robert N. Carson, Philadelphia, Pa.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Oct., 1902.

b

**Wilkesbarre, Dallas & Harvey's Lake Railway Co.**—Chartered Jan. 29, 1896. This company is the successor by purchase, at Trustees' sale, of all property, franchises, &c., of the Wilkesbarre & Northern R. R. Co., which was chartered in 1896 for 999 years. Annual meeting third Tuesday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

**CAPITAL STOCK**, authorized and issued, \$200,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold registered bonds, \$150,000; dated Sept. 15, 1898, due 1928; denom. \$500; int. payable March and Sept., at office of the company; trustee of mortgage, Anthracite Savings Bank, of Wilkesbarre, Pa.

| OPERATION.—Year ending June 30, | 1901.    | 1902.    |
|---------------------------------|----------|----------|
| Receipts from passengers        | \$43,376 | \$44,978 |
| " " other sources               | 167      | 50       |
| " total                         | 43,543   | 45,028   |
| Operating expenses              | 28,777   | 25,624   |
| Earnings from operation         | 14,766   | 19,404   |
| Deductions from earnings.       |          |          |
| Taxes                           | 1,350    | 1,311    |
| Interest on debt                | 7,500    | 7,500    |
| Other expenses                  | 91       | 1,986    |
| Net income                      | 5,825    | 8,607    |
| Dividends                       | 8,000    | 8,000    |
| Deficit                         | *2,175   | 607      |
| P. c. dividend paid             |          | 4        |

**OPERATING EXPENSES.**

| Year ending June 30, 1902.        |          |
|-----------------------------------|----------|
| General expenses                  | \$ 6,227 |
| Transportation expenses           | 16,106   |
| Maintenance of way and structures | 1,625    |
| " " of equipment                  | 1,575    |
| Total                             | \$25,624 |
| Passengers carried                | 917,024  |

Please note date of Information at end of each report.

| BALANCE SHEET.—Dated                       |           |           |             |
|--------------------------------------------|-----------|-----------|-------------|
| ASSETS.                                    |           | Dec. 31,  | —June 30,—  |
|                                            |           | 1899.     | 1901. 1902. |
| Cost of road .....                         | \$356,476 | \$369,773 | \$370,925   |
| Cash .....                                 | 4,256     | 3,640     | 3,498       |
| Open accounts .....                        | 393       |           | 650         |
| Material and supplies .....                |           | 1,246     | 1,621       |
| Additions and betterments on leased lines. |           | 1,071     | 594         |
| Total .....                                | \$361,125 | \$375,731 | \$377,288   |
| LIABILITIES.                               |           |           |             |
| Capital Stock .....                        | \$200,000 | \$200,000 | \$200,000   |
| Funded debt .....                          | 150,000   | 150,000   | 150,000     |
| Accounts payable .....                     | 1,830     | 20,089    | 23,434      |
| Accrued interest and taxes .....           | 3,378     | 2,500     | 2,500       |
| Sundries .....                             |           |           | 1,354       |
| Profit and loss (surplus) .....            | 5,917     | 3,142     |             |
| Total .....                                | \$361,125 | \$375,731 | \$377,288   |

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 12.48; gauge, 4 ft. 8½ in.; 60 lb. T rail; 18 cars, of which 12 are motor cars and 6 are trail cars; West. dynamos and motors, Brill and Jackson & Sharp cars, locomotives handle freight.

OFFICERS.—Pres. John A. Rigg, Reading, Pa.; V. Pres. H. C. Moore, Trenton, N. J.; Sec. & Treas. Wm. S. Bell, Philadelphia, Pa.; Gen. Man. Thomas A. Wright, Supt. Jno. Clifford, Ch. Engr. & Elec. Jas. Fagan.

DIRECTORS.—R. N. Carson, E. C. Moore, Philadelphia, Pa.; J. A. Rigg, Reading, Pa.; Wm. J. Harvey, Geo. N. Reichard, Wilkesbarre, Pa.; H. C. Moore, Trenton, N. J.; Thomas C. Barr, Orange, N. J.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Aug., 1902.

b

### WILLIAMSPORT.

Population in 1880, 18,934, in 1890, 27,132, in 1900, 28,757.

Williamsport Passenger Railway Co.—Chartered Apr. 15, 1863.

CAPITAL STOCK, authorized, \$600,000, issued, \$338,550; par value, \$25 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, and issued, \$160,000; dated June 1, 1892, due 1922; denom. \$500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,

|                               | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|-------------------------------|----------|----------|----------|----------|-----------|
| Rechts. from passengers ..... | \$66,324 | \$79,100 | \$86,602 | \$92,028 | \$102,329 |
| " other sources .....         | 2,568    | 2,254    | 2,128    | 1,752    | 2,327     |
| " total .....                 | 69,192   | 81,354   | 88,730   | 93,780   | 104,656   |
| Operating expenses .....      | 52,629   | 61,152   | 63,022   | 67,345   | 77,217    |
| Earnings from operation ..... | 16,563   | 20,202   | 25,708   | 26,434   | 27,439    |
| Deduc. from earnings.         |          |          |          |          |           |
| Interest .....                | 10,578   | 10,055   | 10,282   | 10,800   | 10,800    |
| Taxes .....                   | 2,290    | 3,124    | 3,300    | 3,480    | 3,530     |
| Net income .....              | 3,695    | 7,023    | 12,126   | 12,154   | 13,109    |
| Total surplus .....           |          |          |          |          | 75,022    |

### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                         |          |
|-----------------------------------------|----------|
| General expenses .....                  | \$13,206 |
| Transportation expenses .....           | 48,553   |
| Maintenance of way and structures ..... | 8,887    |
| " of equipment .....                    | 6,571    |

Total .....

Passengers carried .....

| BALANCE SHEET.—Dated June 30, |           |           |           |           |             |
|-------------------------------|-----------|-----------|-----------|-----------|-------------|
| ASSETS.                       |           | 1898.     | 1899.     | 1900.     | 1901. 1901. |
| Cost of road .....            | \$463,334 | \$463,166 | \$471,632 | \$475,348 | \$461,894   |
| " equip. ....                 | 73,159    | 73,159    | 74,621    | 81,696    | 86,254      |
| Other assets .....            | 48,592    | 56,128    | 65,184    | 74,241    | 48,133      |
| Cash assets .....             | 1,926     | 1,197     | 2,899     | 6,176     | 3,241       |
| Total .....                   | \$587,011 | \$593,650 | \$614,336 | \$637,461 | \$599,522   |
| LIABILITIES.                  |           |           |           |           |             |
| Capital stock .....           | \$338,550 | \$338,550 | \$338,550 | \$338,550 | \$338,550   |
| Funded debt .....             | 169,000   | 169,000   | 169,000   | 169,000   | 169,000     |
| Accrued interest .....        |           |           |           | 652       | 1,390       |
| " taxes .....                 |           |           |           | 697       | 2,513       |
| Bills payable .....           | 15,887    | 7,487     | 7,487     | 65,733    | 11,487      |
| Other liabilities .....       | 31,880    | 39,897    | 48,544    |           | 1,560       |
| Profit & loss (surp.) .....   | 31,694    | 38,716    | 50,755    | 62,829    | 75,022      |
| Total .....                   | \$587,011 | \$593,650 | \$614,336 | \$637,461 | \$599,522   |

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 19 motor cars; 3 other cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Henry W. White, Sec. Treas. & Gen. Man. E. H. Davis, Elec. Geo. E. Wendle.

DIRECTORS.—E. H. Davis, H. W. White, C. La Rue Munson, Wm. Emery, J. R. T. Davis.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1903.

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East End Passenger Railway Co.—Chartered June 11, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, \$50,000, issued, \$18,000; par value, \$50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, \$50,000, issued, \$18,000; dated Dec., 1893, due 1922; denom. \$500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30.

|                              | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   |
|------------------------------|---------|---------|---------|---------|---------|---------|
| Total receipts .....         | \$3,856 | \$3,773 | \$3,879 | \$4,467 | \$4,192 | \$4,627 |
| Operating expenses .....     | 4,066   | 3,904   | 4,333   | 4,212   | 4,195   | 5,117   |
| Deficit from operation ..... | 210     | 131     | 454     | 255     | 3       | 490     |
| Deductions from earnings.    |         |         |         |         |         |         |
| Interest .....               | 901     | 1,008   | 1,080   | 1,022   | 1,092   | 1,029   |
| Taxes .....                  | 139     | 196     | 316     | 219     | 312     | 124     |
| Other deductions .....       |         |         |         |         |         | 188     |
| Net deficit .....            | 1,250   | 1,335   | 1,850   | 986     | 1,407   | 1,831   |
| Total deficit .....          |         |         |         |         |         | 18,541  |

BALANCE SHEET.—Dated June 30,

| ASSETS.                         |          |          |          |          |          |
|---------------------------------|----------|----------|----------|----------|----------|
|                                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road .....              | \$26,016 | \$26,016 | \$26,016 | \$26,016 | \$26,016 |
| " equipment .....               | 6,616    | 6,616    | 6,616    | 6,616    | 6,616    |
| Cash .....                      | 318      | 125      | 559      | 230      | 540      |
| Profit and loss (deficit) ..... | 12,229   | 14,008   | 15,008   | 16,710   | 18,541   |
| Total .....                     | \$45,179 | \$46,765 | \$48,199 | \$49,572 | \$51,713 |

### LIABILITIES.

|                                |          |          |          |          |          |
|--------------------------------|----------|----------|----------|----------|----------|
| Capital stock .....            | \$18,000 | \$18,000 | \$18,000 | \$18,000 | \$18,000 |
| Funded debt .....              | 18,000   | 18,000   | 18,000   | 18,000   | 18,000   |
| Bills and accts. payable ..... | 9,149    | 10,765   | 12,199   | 13,572   | 15,713   |
| Total .....                    | \$45,179 | \$46,775 | \$48,199 | \$49,572 | \$51,713 |

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. rail; 2 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. Jos. W. Cochran, Treas. J. H. Boyer, Sec. & Gen. Supt. E. H. Davis, Elec. Geo. E. Wendle.

DIRECTORS.—J. H. Boyer, E. H. Davis, J. R. T. Davis, J. W. Cochran.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1903.

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South Side Passenger Railway Co.—Chartered Mar. 31, 1892.

CAPITAL STOCK, issued, \$25,000.

FUNDED DEBT, issued, \$25,000.

OPERATION.—Year ending June 30,

|                               | 1898.   | 1899.    | 1900.    | 1901.    | 1902.    |
|-------------------------------|---------|----------|----------|----------|----------|
| Gross receipts .....          | \$9,855 | \$11,405 | \$12,669 | \$13,302 | \$15,901 |
| Operating expenses .....      | 7,527   | 8,776    | 10,185   | 10,237   | 12,606   |
| Earnings from operation ..... | 2,328   | 2,629    | 2,484    | 3,065    | 3,295    |
| Deductions from earnings.     |         |          |          |          |          |
| Interest .....                | 1,500   | 1,500    | 1,500    | 1,500    | 1,500    |
| Taxes .....                   | 529     | 562      | 435      | 564      | 565      |
| Net income .....              | 299     | 567      | 549      | 1,001    | 1,231    |

### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                         |          |
|-----------------------------------------|----------|
| General expenses .....                  | \$5,118  |
| Transportation expenses .....           | 6,433    |
| Maintenance of way and structures ..... | 1,055    |
| Total .....                             | \$12,606 |
| Passengers carried .....                | 416,299  |

BALANCE SHEET.—Dated June 30,

| ASSETS.             |          |          |          |          |          |
|---------------------|----------|----------|----------|----------|----------|
|                     | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
| Cost of road .....  | \$50,000 | \$50,000 | \$50,000 | \$50,040 | \$50,040 |
| Cash .....          | 552      | 1,640    | 1,876    | 1,874    | 2,930    |
| Open accounts ..... | 6,088    | 5,089    | 3,707    | 5,404    | 8,489    |
| Total .....         | \$56,640 | \$56,729 | \$55,583 | \$57,318 | \$61,460 |

Please note date of information at end of each report.

| LIABILITIES.                 | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Capital stock.....           | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| Funded debt.....             | 25,000   | 25,000   | 25,000   | 25,000   | 25,000   |
| Interest accrued.....        | 625      | 625      | 625      | 625      | 625      |
| Accounts payable.....        | 2,584    | 2,107    | 458      | 1,192    | 3,691    |
| Accrued taxes.....           |          |          |          |          | 411      |
| Profit and loss (surplus)... | 3,431    | 3,997    | 4,500    | 5,501    | 6,733    |

Total.....\$56,640 \$56,729 \$55,583 \$57,318 \$61,460

PLANT AND EQUIPMENT.—Miles of track (electric), 1.8; 2 motor cars.

OFFICERS.—Pres. J. H. Cochran, Sec. & Treas. E. H. Davis.

DIRECTORS.—J. B. Krause, E. R. Payne, J. H. Cochran, H. C. McCormick, all of Williamsport, Pa.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1903.

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**Vallamont Traction Co.**—Chartered May 15, 1894. Annual meeting Jan. 9.

CAPITAL STOCK, authorized, \$200,000, issued, \$101,700.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, \$100,000; dated Aug. 1, 1894, due 1924; denom. \$1,000; int. payable Feb. and Aug.

OPERATION.—Year ending June 30,

|                              | 1898.    | 1899.    | 1900.    | 1901.    | 1902.    |
|------------------------------|----------|----------|----------|----------|----------|
| Receipts from passengers.... | \$13,181 | \$14,454 | \$15,837 | \$17,536 | \$18,225 |
| “ other sources.....         | 420      | 1,500    | 2,940    | 2,700    | 3,900    |
| “ total.....                 | 13,601   | 15,954   | 18,777   | 20,236   | 22,125   |
| Operating expenses.....      | 11,388   | 12,537   | 11,606   | 11,527   | 12,990   |
| Earnings from operation .... | 2,213    | 3,417    | 7,171    | 8,709    | 9,135    |
| Deductions from earnings.    |          |          |          |          |          |
| Interest.....                | 6,000    | 6,000    | 6,000    | 6,000    | 6,000    |
| Taxes.....                   | 948      | 913      | 861      | 1,032    | 1,032    |
| Net income.....              | *4,735   | *3,496   | 310      | 1,676    | 2,103    |
| *Deficit.                    |          |          |          |          |          |

#### OPERATING EXPENSES.

Year ending June 30, 1902.

|                                        |         |
|----------------------------------------|---------|
| General expenses.....                  | \$3,119 |
| Transportation expenses.....           | 7,199   |
| Maintenance of way and structures..... | 1,688   |
| “ “ equipment.....                     | 984     |

Total.....\$12,990

Passengers carried.....507,044

BALANCE SHEET.—Dated June 30,

| ASSETS.                     | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Cost of road & equip....    | \$206,268 | \$206,486 | \$206,465 | \$206,648 | \$207,314 |
| Cash.....                   | 1,203     | 1,715     | 2,298     | 3,201     | 3,042     |
| Bills and acc'ts rec'able.. | 7,836     | 7,187     | 7,356     | 7,834     | 12,966    |
| Profit and loss (deficit).  | 11,686    | 15,183    | 15,268    | 13,692    | 11,589    |
| Total.....                  | \$226,993 | \$230,571 | \$231,387 | \$231,376 | \$234,910 |

#### LIABILITIES.

|                           |           |           |           |           |           |
|---------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....        | \$101,700 | \$101,700 | \$101,700 | \$101,700 | \$101,700 |
| Funded debt.....          | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Bills and acc'ts payable. | 22,793    | 26,371    | 27,187    | 27,025    | 29,877    |
| Accrued interest.....     | 2,500     | 2,500     | 2,500     | 2,500     | 2,500     |
| Other liabilities.....    |           |           | 151       | 833       |           |

Total.....\$226,993 \$230,571 \$231,387 \$231,376 \$234,910

PLANT AND EQUIPMENT.—Miles of track (electric), 3.60; gauge, 4 ft. 8½ in.; 65 lb. T and girder rail; 6 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. J. H. Cochran, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendel.

DIRECTORS.—E. B. Westfall, E. R. Payne, J. B. Krause, H. C. McCormick, E. Deemer, J. H. Cochran, all of Williamsport, Pa.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1903.

z

## YORK.

Population in 1880, 13,940, in 1890, 20,794, in 1900, 33,708.

**York County Traction Co.**—Incorporated under New Jersey laws, June 30, 1900, as a consolidation of the York Street Ry., the York & Dover Electric Ry., the York & Dallastown Electric Ry., the York & Manchester Electric Ry., the York & Wrightsville Ry., the York Steam Heating Co. and the York Light, Heat & Power Co., the last named owning the Edison Electric Light Co. and the Westinghouse Electric Light & Power Co., of York. The new company owns and controls all electric railway, light and power properties in the vicinity of York.

CAPITAL STOCK, authorized and issued, \$1,500,000; par value, \$100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,465,000; held for extensions and improvements, \$35,000; dated July 2, 1900, due 1950; denom. \$1,000; coupon, but may be registered, subject to call at 110 after July, 1906; sinking fund of 1 p. c. of bonds outstanding begins 1906; int. payable at office of Real Estate Trust Co., of Philadelphia, Pa., trustee of mortgage.

The mortgage is secured by the deposit with trustee of the following securities owned by the company:

|                                  | Capital stock. | Par value. | Shares owned. |
|----------------------------------|----------------|------------|---------------|
| York Street Ry.....              | \$300,000      | \$50       | 6,000         |
| York & Dover Elec. Ry.....       | 121,000        | 50         | 2,420         |
| York & Dallastown Elec. Ry.....  | 106,000        | 50         | 2,120         |
| York & Manchester Elec. Ry.....  | 50,000         | 50*        | 240           |
| York & Wrightsville Ry.....      | 75,000         | 50*        | 448           |
| York Steam Heating Co.....       | 1,000          | 10         | 67            |
| York Light, Heat & Power Co..... | 350,000        | 10         | 34,016        |

\* 10 p. c. paid in.

† This company owns \$183,390 of the \$183,440 total issue of the stock of the Edison Electric Light Co., of York, and the entire issue of the stock of the Westinghouse Electric Light & Power Co., of York.

PLANT AND EQUIPMENT.—For present conditions see report of York Street Ry. Co., following.

OFFICERS.—Pres. Wm. H. Lanius, V. Pres. Grier Hersh, Sec. G. S. Schmidt, Treas. Ellis S. Lewis, Gen. Man. J. F. Dushman.

DIRECTORS.—Wm. H. Lanius, Grier Hersh, W. F. B. Stewart, Geo. S. Billmeyer, Geo. P. Smyser, J. W. Steary, W. A. Himes.

GENERAL OFFICE, 15 S. George St., York, Pa.

Date of information, Apr., 1903.

z

**York Street Railway Co.**—Chartered Feb. 8, 1886. Annual meeting second Monday in Jan. This property is now part of the system of the York County Traction Co.

CAPITAL STOCK, issued, \$300,000.

FUNDED DEBT, issued, \$150,000.

OPERATION.—Year ending June 30,

|                               | 1901.    | 1902.    | Dec. 31, 1902. |
|-------------------------------|----------|----------|----------------|
| Receipts from passengers..... | \$75,562 | \$86,230 |                |
| “ “ other sources.....        | 688      | 2,805    |                |
| “ total.....                  | 76,250   | 89,035   | \$92,983       |
| Operating expenses.....       | 45,232   | 52,935   | 44,523         |
| Earnings from operation.....  | 31,018   | 36,100   | 48,460         |
| Deductions from earnings.     |          |          |                |
| Taxes.....                    | 2,575    | 296      | 708            |
| Interest on funded debt.....  | 7,500    | 7,500    | 7,500          |
| Rentals.....                  | 1,314    |          |                |
| Other expenses.....           | 10,169   | 7,149    | 10,585         |
| Net income.....               | 18,460   | 21,155   | 29,667         |
| Dividends.....                | 4,989    | 6,000    | 12,000         |
| Surplus.....                  | 13,471   | 15,155   | 17,667         |
| Total surplus.....            |          | 31,572   | 33,157         |

#### OPERATING EXPENSES.

Year ending June 30,

|                                       | 1901.     | 1902.     | Dec. 31, 1902. |
|---------------------------------------|-----------|-----------|----------------|
| General expenses.....                 | \$8,856   | \$11,968  |                |
| Transportation expenses.....          | 31,549    | 32,549    | 34,207         |
| Maintenance of way and buildings..... | 3,025     | 3,857     | 3,816          |
| “ of equipment.....                   | 1,802     | 4,560     | 6,500          |
| Total.....                            | \$45,232  | \$52,935  | \$44,523       |
| Passengers carried.....               | 1,822,420 | 1,770,836 |                |

BALANCE SHEET.—Dated June 30,

| ASSETS.                       | 1901.     | 1902.     | Dec. 31, 1902. |
|-------------------------------|-----------|-----------|----------------|
| Cost of road.....             | \$206,832 | \$211,333 | \$243,983      |
| Cost of equipment.....        | 114,692   | 117,022   | 133,724        |
| Bonds of other companies..... |           | 6,000     | 6,000          |
| Real estate.....              | 32,238    | 45,350    | 45,507         |
| Cash.....                     | 10,806    | 10,640    |                |
| Material and supplies.....    | 3,450     | 4,376     | 5,707          |
| Total.....                    | \$368,019 | \$394,720 | \$434,891      |

#### LIABILITIES.

|                                |           |           |           |
|--------------------------------|-----------|-----------|-----------|
| Capital stock.....             | \$166,300 | \$200,000 | \$200,000 |
| Funded debt.....               | 150,000   | 150,000   | 150,000   |
| Accounts payable.....          | 9,778     | 7,149     | 2,079     |
| Other liabilities.....         | 33,000    | 6,000     | 49,655    |
| Profit and loss (surplus)..... | 8,941     | 31,572    | 33,157    |
| Total.....                     | \$368,019 | \$394,720 | \$434,891 |

PLANT AND EQUIPMENT.—Miles of track (electric), 12.25; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. girder and T rail; 46 cars, of which 33 are

motor cars and 13 trail cars; Russell-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. W. H. Lanius, V. Pres. Grier Hersh, Sec. Geo. S. Schmidt, Treas. E. S. Lewis, Gen. Man. J. F. Dusman, Supt. J. H. Mellinger.

DIRECTORS.—Geo. P. Smyser, Geo. S. Billmeyer, J. W. Steary, W. F. B. Stewart, Grier Hersh, M. A. Himes.

Date of information, Oct., 1902. b

**Red Lion & Windsor Street Railway Co.**—Chartered July, 1901. The entire road was put in operation on July 15, 1902.

CAPITAL STOCK, authorized, \$24,000, issued, \$800.

FUNDED DEBT.—None.

BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                   | Liabilities.                      |
|---------------------------|-----------------------------------|
| Cost of road.....\$49,726 | Capital stock.....\$ 800          |
| " equipment..... 8,607    | Accounts payable..... 163         |
| Cash..... 8,350           | Bills payable..... 60,000         |
|                           | Profit and loss (surplus).. 5,720 |
| Total.....\$66,683        | Total.....\$66,683                |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.

OFFICERS.—Pres. W. H. Lanius, V. Pres. Geo. S. Billmeyer, Sec. Geo. S. Schmidt, Treas. Ellis S. Lewis, Gen. Man. J. F. Dusman, Supt. J. H. Mellinger.

DIRECTORS.—Geo. P. Smyser, Geo. S. Billmeyer, W. F. Bay Stewart, G. Hersh, J. W. Steary, W. A. Himes.

Date of information, Apr., 1903. z

**York & Dallastown Electric Railway Co.**—Chartered June 21, 1893. This road commenced operation July 27, 1901, and is a part of the system of the York County Traction Co.

CAPITAL STOCK, authorized and issued, \$106,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31, 1902.

|                                     |          |
|-------------------------------------|----------|
| Total receipts.....                 | \$23,709 |
| Operating expenses, taxes, etc..... | 9,000    |
| Earnings from operation.....        | 14,709   |
| Dividends.....                      | 13,800   |
| Surplus.....                        | 909      |
| Total surplus.....                  | 8,903    |

BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                    | Liabilities.                      |
|----------------------------|-----------------------------------|
| Cost of road.....\$105,731 | Capital stock.....\$106,000       |
| Cash..... 9,643            | Accounts payable..... 471         |
|                            | Profit and loss (surplus).. 8,903 |
| Total.....\$115,374        | Total.....\$115,374               |

PLANT AND EQUIPMENT.—Miles of track (electric), 6.28.

OFFICERS AND DIRECTORS.—Same as York St. Ry. Co.

Date of information, Mar., 1903. z

**York & Dover Electric Railway Co.**—Chartered July 6, 1893. This road commenced operation Nov. 27, 1901, and is a part of the system of the York County Traction Co.

CAPITAL STOCK, authorized and issued, \$121,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31, 1902.

|                              |          |
|------------------------------|----------|
| Total receipts.....          | \$18,298 |
| Operating expenses.....      | 6,067    |
| Earnings from operation..... | 12,231   |
| Deductions from earnings.    |          |
| Taxes.....                   | 13       |
| Other deductions.....        | 184      |
| Net income.....              | 12,034   |
| Dividends (2 p. c.).....     | 6,000    |
| Surplus.....                 | 6,034    |

BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                    | Liabilities.                      |
|----------------------------|-----------------------------------|
| Cost of road.....\$120,850 | Capital stock.....\$121,000       |
| Cash..... 7,252            | Accounts payable..... 311         |
|                            | Profit and loss (surplus).. 6,791 |
| Total.....\$128,102        | Total.....\$128,102               |

PLANT AND EQUIPMENT.—Miles of track (electric), 7.93.

OFFICERS AND DIRECTORS.—Same as York St. Ry. Co.

Date of information, Mar., 1903. z

## RHODE ISLAND.

### NEWPORT.

Population in 1880, 15,693, in 1890, 19,449, in 1900, 22,034.

**Newport & Fall River Street Railway Co.**—This company is the consolidation of the Middletown & Portsmouth Street Ry. Co. of Newport and the Fall River & Stone Bridge Street Ry. Co. On July 1, 1900, the Newport St. Ry. Co. was consolidated with this company, and on Dec. 24, 1900, the Newport Illuminating Co. was also consolidated. The capital stock of this company is now controlled by the Massachusetts Electric Cos., and the road is leased to the Old Colony St. Ry. Co.

CAPITAL STOCK,† \$750,000.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending June 30,†

|                              | 1899.    | 1900.     | 1901.     | 1902.     |
|------------------------------|----------|-----------|-----------|-----------|
| Total receipts.....          | \$70,836 | \$128,654 | \$213,129 | \$170,076 |
| Operating expenses.....      | 48,000   | 84,908    | 125,267   | 81,041    |
| Earnings from operation..... | 22,836   | 43,746    | 87,862    | 89,035    |
| Deductions from earnings.    |          |           |           |           |
| Interest on bonds.....       | 11,833   | 14,500    | 31,288    | 14,500    |
| Taxes.....                   | 1,650    | 2,426     | 4,977     | 2,566     |
| Other deductions.....        | 3,554    | 1,724     |           |           |
| Net income.....              | 5,799    | 25,096    | 51,596    | 71,969    |
| Dividends paid.....          | 7,500    | 14,809    | 45,920    | 39,210    |
| To surplus account.....      | *1,701   | 10,296    | 5,676     | 32,759    |
| Total surplus account.....   | 808      | 33,082    | 5,525     |           |
| Passengers carried.....      |          |           |           | 2,952,731 |

\*Deficit. †Includes the figures of the Newport St. Ry. Co. from 1899 and also of the Illuminating Dept. from 1901.

BALANCE SHEET.—Dated Sept. 30,

| ASSETS.                         | 1900.     | 1901.       |
|---------------------------------|-----------|-------------|
| Cost of road and equipment..... | \$694,418 | \$1,157,835 |
| Other assets.....               | 26,191    | 34,677      |
| Total.....                      | \$720,609 | \$1,192,512 |

#### LIABILITIES.

|                                |           |             |
|--------------------------------|-----------|-------------|
| Capital stock.....             | \$357,000 | \$ 557,000  |
| Funded debt.....               | 290,000   | 543,500     |
| Floating debt.....             | 40,527    | 49,000      |
| Current liabilities.....       |           | 37,496      |
| Profit and loss (surplus)..... | 33,082    | 5,515       |
| Total.....                     | \$720,609 | \$1,192,512 |

PLANT AND EQUIPMENT.—Miles of track (electric), 19.72; gauge, 4 ft. 8½ in.; 56 lb. rail; 30 cars, of which 27 are motor cars; 1 horse; Providence engines; Gen. Elec. dynamos and motors; Newburyport cars, Peckham truck.

OFFICERS.—Pres. P. F. Sullivan, Lowell, Mass.; V. Pres. Melville Bull, Middletown, R. I.; Sec. Albert C. Landers, Newport, R. I.; Treas. Jos. H. Goodspeed, Asst. Treas. H. H. Read, Taunton, Mass.; Audr. D. Dana Bartlett, Boston, Mass.; Gen. Man. E. C. Foster, Boston, Mass.; Gen. Supt. Robert S. Goff, Taunton, Mass.; Acting Supt. Francis Burdick, Newport, R. I.; Pur. Agt. Fred Taylor, Boston, Mass.; Elec. Engr. C. F. Bancroft, Boston, Mass.

DIRECTORS.—P. F. Sullivan, A. C. Landers, R. S. Goff, Melville Bull, Geo. O. Fearing, Jr., Angus McLeod, Chas. A. Brackett, G. B. Reynolds, Geo. R. Chase.

GENERAL OFFICE, Newport, R. I.

Date of information, Mar., 1903. z

### PASCOAG.

Population in 1900, 2,800.

**Columbia Street Railway Co.**—This company is operating between Pascoag and Woonsocket, and will soon have its line in operation between Pascoag and Harrisville. The line is 9.5 miles in length.

CAPITAL STOCK, \$100,000.

OFFICERS.—Pres. & Gen. Man. Edgar K. Ray, Woonsocket, R. I.; Sec. Edward H. Rathbun, Woonsocket, R. I.; Treas. Walter Whittlesey, Chelsea, Mass.; Supt. H. M. Young, Woonsocket, R. I.

DIRECTORS.—Thos. Martin, Walter Whittlesey, Edgar K. Ray, Edward H. Rathbun.

Date of information, Jan., 1903. b d

### PROVIDENCE.

Population in 1880, 104,857, in 1890, 132,043, in 1900, 175,597.

**Providence-Pawtucket-Rhode Island Suburban Railway Co.**—United Traction & Electric Co.—The United Traction & Electric Co. was chartered in New Jersey, and owns the Union Railroad Co., of Providence, the Pawtucket Street Ry. Co. and the

Rhode Island Suburban Ry. Co., and thus controls the entire street railway systems of the cities of Providence, Pawtucket and Central Falls, and of the counties of Kent, Washington, Bristol and Providence, serving a population of not less than 350,000. This company has in its treasury the entire capital stock of the Rhode Island Suburban Ry. Co. This company by vote of its stockholders taken June 24, 1902, has been leased for 999 years to the Rhode Island Company, for interest on its bonds and 5 p. c. per annum on its stock. See below under Rhode Island Securities Co.

**Capital Stock,** \$8,000,000.

**Funded Debt.**—First collateral mortgage (Providence and Pawtucket issue) 5 p. c. gold bonds, \$8,702,000; dated Mar. 1, 1893, due 1933; denom. \$1,000; int. payable Mar. and Sept., at Central Trust Co., New York, trustee of mortgage.

**Note.**—Total issue of bonds limited to \$9,000,000, of which \$8,000,000 were originally issued to purchase and equip the properties. By the terms of the mortgage the additional \$1,000,000 was reserved to pay for new track, which must be laid within 18 miles of City Hall, Providence, R. I., for which bonds can only be issued at cost, but not exceeding \$12,000 per mile of such new track including equipment. \$702,000 of bonds had been issued up to January 1, 1902. These bonds are secured by the pledge of the following securities, deposited with the Central Trust Co., of New York, as trustee of the bondholders; all of the \$9,000,000 capital stock of the Union Railroad Co., of Providence, all of the \$500,000 capital stock of the Pawtucket Street Ry. Co. (no bonds), and all of the \$3,000,000 first mortgage bonds of the Union Railroad Co., of Providence, and through the ownership of the Union Railroad Co., \$299,800 of the \$300,000 capital stock, being all but two shares of the Providence Cable Tramway Co. (no bonds). The Tramway Co. is leased to the Union Railroad Co. for fifty years for 6 p. c. on its capital stock.

**Dividends.**—In July, 1897, the company began paying quarterly dividends at the rate of 2 p. c. per annum. This was gradually increased to 1 p. c. quarterly in January, 1899, which rate was continued until Oct. 1902, when 1½ p. c. was paid. This rate has since been continued and is now guaranteed by the Rhode Island Co., see below.

**Operation.**—Year ending Dec. 31,

|                  | 1897.       | 1898.       | 1899.       | 1900.       | *1901.      |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Total receipts.  | \$1,731,475 | \$1,774,200 | \$2,019,009 | \$2,382,258 | \$2,702,383 |
| Oper. exps. .... | 971,363     | 1,024,014   | 1,157,271   | 1,555,422   | 1,816,357   |
| Ear. from oper.  | 760,112     | 750,186     | 861,738     | 826,836     | 886,026     |

\*Including mileage of the Interstate Consolidated Ry. Co., but not the operating report.

The receipts and operating expenses of the separate companies for the year ending June 30, 1902, as given in the report of the Railroad Commissioners of Rhode Island are as follows:—

#### UNION RAILROAD CO.

|                         |              |
|-------------------------|--------------|
| Total receipts.....     | \$ 2,251,388 |
| Operating expenses..... | 1,478,088    |

|                              |            |
|------------------------------|------------|
| Earnings from operation..... | 773,300    |
| Passengers carried.....      | 44,632,436 |

#### PAWTUCKET STREET RY. CO.

|                         |            |
|-------------------------|------------|
| Total receipts.....     | \$ 171,251 |
| Operating expenses..... | 133,997    |

|                              |           |
|------------------------------|-----------|
| Earnings from operation..... | 37,254    |
| Passengers carried.....      | 3,412,431 |

#### RHODE ISLAND SUBURBAN RY. CO.

|                         |            |
|-------------------------|------------|
| Total receipts.....     | \$ 292,649 |
| Operating expenses..... | 504,271    |

|                             |           |
|-----------------------------|-----------|
| Deficit from operation..... | 211,622   |
| Passengers carried.....     | 5,293,033 |

**Officers.**—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Sec. & Treas. Cornelius S. Sweetland.

**General Office,** Providence, R. I.

Date of information, Apr., 1903.

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**Rhode Island Suburban Railway Co.**—Chartered by the legislature of the state of Rhode Island, with power to construct, purchase, lease or operate trolley roads in any part of the state except Newport county. By the terms of its charter this company is vested with the power of eminent domain, and the right to transport passengers, freight, express matter and United States mail in any territory where it is authorized to do business. This company owns and operates what was formerly the Oakland Beach branch of the New York, New Haven & Hartford R. R., about 11 miles in length, and has converted it into an electric road, and including the several divisions built in the highways, a total of 71 miles of track.

**Capital Stock,** \$5,000,000, all owned by the United Traction & Electric Co., which guarantees the Suburban bonds, principal and interest.

**Funded Debt.**—First mortgage 4 p. c. gold bonds, authorized, \$5,000,000, issued (Jan. 1, 1902), \$4,617,000; dated Jan. 1, 1900, due 1950; Union Trust Co., Providence, trustee of mortgage. Interest

payable Jan. and July, and secured by a mortgage of all the property owned or hereafter acquired by it, and pledge of the following securities:

|                                                         |
|---------------------------------------------------------|
| 700 shares of the Cumberland Street Ry. Co.             |
| 3,985 " " " Pawtucket Valley Electric Street Ry. Co.    |
| 5,000 " " " Barrington, Warren & Bristol Street Ry. Co. |

Future issues are to be on property actually acquired to an amount not exceeding cost, there being reserved in the hands of the trustee \$318,000 to take up and retire \$247,200 5 p. c. gold first mortgage bonds of the Pawtucket Valley Electric Street Ry. Co., and \$69,000 6 p. c. gold first mortgage bonds of the Cumberland Street Ry. Co., the former issue being guaranteed, principal and interest, by the United Traction and Electric Co., which guarantees the payment of the interest on the Cumberland bonds.

**Officers.**—Pres. Benjamin A. Jackson, V. Pres. Albert T. Potter, Sec. Henry V. A. Joslin, Treas. Cyril A. Babcock, Gen. Man. Robt. I. Todd.

**Directors.**—Benjamin A. Jackson, A. H. Watson, C. S. Sweetland, Geo. L. Shepley, A. T. Potter.

**General Office,** Providence, R. I.

Date of information, Apr., 1903.

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**Rhode Island Securities Co.**—Incorporated in New Jersey in June, 1902. This company owns the entire capital stock, \$2,000,000, of the Rhode Island Co., a Rhode Island corporation, incorporated in April, 1902. The Rhode Island Co. leases for a period of 999 years, the Union R. R. Co. and the Pawtucket Street Ry. Co. The United Traction & Electric Co. owns the capital stock of the leased companies, and receives a rental from the Rhode Island Co. an amount sufficient to pay the interest on its bonds, rentals, etc., and 5 p. c. dividends on its stock. These rentals are guaranteed by the United Gas Improvement Co. of Philadelphia, until the amount of \$4,000,000 has been expended for extensions and new property.

**Capital Stock,** authorized, \$20,000,000, issued, \$12,000,000.

**Funded Debt.**—Series A, 4 p. c. sinking fund bonds, authorized, \$5,000,000, issued, \$3,500,000; dated 1902, due 1932, 1 p. c. to be passed annually to sinking fund.

Series B, 5 p. c. bonds, authorized, \$15,000,000, none yet issued.

**Plant and Equipment.**—Miles of track (electric), 300; gauge 4 ft. 8½ in.; 600 motor cars.

**Officers.**—Pres. W. H. Marshall, Broad and Arch Sts. Phila. V. Pres. F. H. MacMorris, Sec. & Treas. I. W. Morris, Asst. Sec. & Asst. Treas. F. S. Whittaker.

**Directors.**—W. H. Marshall, F. H. MacMorris, Percy S. Young.

**General Office,** 81 Montgomery St., Jersey City, N. J.

Date of information, Apr., 1903.

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**Providence & Danielson Railway Co.**—Chartered Apr. 29, 1898, in perpetuity. Annual meeting third Wednesday in Jan. This road connects Providence, R. I., with Danielson, Conn.

**Capital Stock,** authorized and issued, \$800,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$600,000; dated May 1, 1901, due 1931; denom. \$1,000; int. payable May and Nov., at office of the Industrial Trust Co. of Providence, trustee of mortgage.

**Operation.**—Year ending June 30, 1902.

|                               |          |
|-------------------------------|----------|
| Receipts from passengers..... | \$33,408 |
| " " freight.....              | 8,121    |
| " " other sources.....        | 55,935   |
| " total.....                  | 97,464   |
| Operating expenses.....       | 33,169   |

Earnings from operation..... 64,295

Deductions from earnings

Interest..... 18,833

Net income..... 45,462

Passengers carried..... 651,276

**Balance Sheet.**—Dated Dec. 31, 1902.

| ASSETS.                             | LIABILITIES.                       |
|-------------------------------------|------------------------------------|
| Cost of road and equip. \$1,485,457 | Capital stock..... \$800,000       |
| Cash..... 68,302                    | Funded debt..... 600,000           |
| Bills & accts. receivable 2,601     | Accrued interest..... 5,000        |
| Materials and supplies. 1,397       | Bills and accts. payable.. 45,753  |
| Other assets..... 1,389             | Profit and loss (surplus). 108,387 |
| Total..... \$1,559,141              | Total..... \$1,559,141             |

**Plant and Equipment.**—Miles of track (electric), 28; gauge, 4 ft. 8½ in., 60 lb. T rail; 18 motor cars, 16 freight cars, 6 trail cars; 400 H. P. Harris Corliss engines, Gen. Elec. dynamos, West motors, American Car & Foundry, Laconia and Taunton cars, Peckham and Laconia trucks.

**Officers.**—Pres. James H. Morris, V. Pres. D. F. Sherman, Sec. Franklin A. Smith, Jr., Treas. Geo. W. Prentice, Supt. J. E. Thielson.

Please note date of information at end of each report.



**Directors.**—F. P. Owen, F. A. Smith, Jr., G. W. Prentice, Providence; J. H. Morris, Philadelphia, Pa.; D. F. Sherman, Portland, Ore.; Julius Christensen, James S. Kenyon, Edwin A. Smith, John W. Potter.

**General Office,** 610 Banigan Bldg., Providence, R. I.

**Power Station,** Rockland, R. I.

Date of information, Mar., 1903.

b z

**Providence, Warren & Bristol Railroad.**—This section of the New York, New Haven & Hartford R. R. has recently been equipped with the overhead trolley system, and operates over double track from Providence to Fall River with a single track branch from Warren to Bristol.

**Plant and Equipment.**—Miles of track (electric), 44; 78 lb. T rail; 46 cars; 2 850 k. w. and 2 500 k. w. generators; 10 200 H. P. boilers; Gen. Elec. and West. motors; Brill and Bradley cars, Brill trucks.

**Officer.**—Ch. of Elec. Dept. N. Y., N. H. & H. R. R. Co., N. H. Heft, New Haven, Conn.

**Reference.**—Description of road, Vol. XIX, Mar. 1, '02, p. 255 (ill.).

Date of information, Mar., 1902.

x

## WAKEFIELD.

**Sea View Railroad Co.**—Chartered in 1887, in perpetuity. Annual meeting in Aug. This company operates an electric railway 18.9 miles in length, connecting East Greenwich and Narragansett Pier with the Providence lines. The company owns its entire right of way, from 50 ft. to 66 ft. in width.

**CAPITAL STOCK,** authorized and issued, \$700,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000 issued, \$500,000, in treasury, \$500,000; Bowling Green Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30, | 1900.    | 1901.    | 1902.     |
|---------------------------------|----------|----------|-----------|
| Receipts from passengers.....   | \$10,246 | \$22,306 | \$ 34,498 |
| " " other sources.....          | 560      | 1,077    | 2,071     |
| " " total.....                  | 10,806   | 23,383   | 36,569    |
| Operating expenses.....         | 5,958    |          | 21,954    |
| Earnings from operation.....    | 4,848    |          | 14,615    |
| Deduction from earnings.        |          |          |           |
| Taxes.....                      | 348      | 657      | 854       |
| Net income.....                 | 4,500    |          | 3,761     |
| Passengers carried.....         |          |          | 700,378   |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 motor cars and 1 trail car; 875 H. P. station plant; Payne, Armington & Sims, and Corliss engines; Gen. Elec. dynamos, Gen. Elec. & West motors, Brill and Jackson & Sharp cars and trucks.

**OFFICERS.**—Pres. Sec. Wm. C. Clarke, Jr., Treas. A. L. Smith, Gen. Man. & Elec. E. E. Hawkins, Ch. Engr. Wm. Henry, Mast. Mech. Henry Thurnon.

**DIRECTORS.**—Andrew Radcl, A. L. Smith, Bridgeport, Conn.; Wm. C. Clarke, Jr., Wakefield, R. I.; E. H. Radcl, New Brunswick, N. J.

**GENERAL OFFICE,** Narragansett Pier, R. I.

Date of information, Dec., 1902.

b

## WESTERLY.

Population in 1880, 6,104, in 1890, 6,813, in 1900, 7,541.

**Pawcatuck Valley Street Railway Co.**—Chartered May 25, 1893.

**CAPITAL STOCK,** authorized, \$100,000, issued, \$75,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; dated, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

| OPERATION.—Year ending June 30, | 1898.    | 1899.    | 1900.    | 1901.    | 1902.   |
|---------------------------------|----------|----------|----------|----------|---------|
| Rec'pts from passeng. \$15,431  | \$16,431 | \$17,988 | \$19,403 | \$18,002 |         |
| " " other sources.....          | 809      | 1,097    | 989      | 1,077    | 1,007   |
| " " total.....                  | 16,240   | 17,528   | 18,977   | 20,480   | 19,009  |
| Operating expenses ..           | 8,712    | 8,267    | 10,227   | 10,306   | 17,376  |
| Earnings from operat.           | 7,528    | 9,261    | 8,750    | 10,173   | 1,633   |
| Deductions from earnings.       |          |          |          |          |         |
| Interest.....                   | 5,575    | 5,567    | 5,430    | 5,445    | 6,293   |
| Taxes.....                      | 1,014    | 582      | 608      | 917      | 672     |
| Accrued claims...               |          |          |          | 10,415   |         |
| Net income.....                 | 938      | 3,112    | 2,712    | *6,604   | *6,342  |
| Dividends.....                  | 2,250    | 1,875    |          |          |         |
| Total surplus account           | 1,757    | 1,517    | 5,706    | *898     |         |
| Passengers carried...           |          |          |          |          | 360,043 |
| *Deficit.                       |          |          |          |          |         |

| BALANCE SHEET.—Dated June 30, | 1897.     | 1898.     | 1899.     | 1900.     | 1901.     |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
| Construction.....             | \$125,714 | \$129,350 | \$129,350 | \$129,497 | \$131,551 |
| Equipment.....                | 17,443    | 17,663    | 17,663    | 19,661    | 20,163    |
| Other assets.....             | 42,912    | 41,744    | 41,004    | 43,898    | 40,607    |
| Cash.....                     |           |           |           |           | 420       |
| Bills and accts. receiv.      |           |           |           |           | 144       |
| Profit and loss (deficit)     |           |           |           |           | 898       |

Total.....\$186,069 \$188,757 \$188,017 \$193,056 \$193,784

| LIABILITIES.             | 1897.     | 1898.     | 1899.     | 1900.     | 1901.     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock.....       | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 |
| Funded debt.....         | 100,000   | 100,000   | 100,000   | 100,000   | 100,000   |
| Floating debt.....       | 8,000     | 12,000    | 11,500    | 12,350    | 18,784    |
| Profit and loss (surpl.) | 3,069     | 1,757     | 1,517     | 5,706     |           |

Total.....\$186,069 \$188,757 \$188,017 \$193,056 \$193,784

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.23; of road, 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars.

**OFFICERS.**—Pres. Wm. Hoxsey, V. Pres. A. S. Paton, Sec. Treas. Gen. Man. & Pur. Agt. E. P. Shaw, Jr., Supt. Geo. W. Steadman.

**DIRECTORS.**—John Champlin, William Hoxsey, of Westerly; Solomon Lucas, of Norwich; E. P. Shaw, E. P. Shaw, Jr., of Newburyport; A. S. Paton, of Leominster, Mass.; Geo. A. Butman.

**GENERAL OFFICE,** 53 State St., Boston, Mass.

Date of information, Sept., 1902.

b

## WOONSOCKET.

Population in 1880, 16,050, in 1890, 20,830, in 1900, 28,204.

**Woonsocket Street Railway Co.**—Chartered June 4, 1886.

**CAPITAL STOCK,** authorized and issued, \$300,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$200,000; outstanding, \$180,000; due July 1, 1913; denom. \$1,000; sinking fund, \$5,000 per year since 1898.

| OPERATION.—Year ending June 30, | 1898.    | 1899.    | 1900.    | 1901.    | 1902.     |
|---------------------------------|----------|----------|----------|----------|-----------|
| Gross receipts.....             | \$55,547 | \$57,882 | \$81,382 | \$97,692 | \$102,962 |
| Operating expenses.....         | 42,539   | 44,317   | 56,757   | 66,115   | 77,048    |
| Earnings from operation.        | 13,008   | 13,365   | 24,625   | 31,577   | 25,914    |
| Deduct's from earnings.         |          |          |          |          |           |
| Interest.....                   | 16,042   | 17,492   | 18,483   | 21,456   | 13,284    |
| Taxes.....                      | 2,360    | 2,323    | 2,866    | 3,175    | 4,914     |
| Other expenses.....             | 67       | 2,543    |          |          |           |
| Net income.....                 | *5,461   | *8,993   | 3,276    | 6,947    | 7,716     |
| Total deficit.....              | 46,672   | 55,598   | 60,118   | 53,172   | 45,456    |
| * Deficit.                      |          |          |          |          |           |

### OPERATING EXPENSES.

| Year ending Sept. 30,                 | 1901.    | 1902.    |
|---------------------------------------|----------|----------|
| General expenses.....                 | \$ 9,367 | \$10,049 |
| Transportation expenses.....          | 45,893   | 49,104   |
| Maintenance of way and buildings..... | 4,431    | 10,126   |
| " " equipment.....                    | 6,424    | 7,769    |
| Total.....                            | \$66,115 | \$77,048 |

### STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1901.     | 1902.     |
|--------------------------------------|-----------|-----------|
| Passengers carried.....              | 1,940,760 | 2,088,013 |
| Car miles run.....                   | 373,395   | 375,280   |
| Total receipts per car mile.....     | \$.262    | \$.274    |
| Operating expenses per car mile..... | .177      | .205      |

| BALANCE SHEET.—Dated June 30, | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|
| ASSETS.                       |           |           |           |           |           |
| Cost of road.....             | \$345,445 | \$345,895 | \$352,444 | \$375,886 | \$397,519 |
| " " equipment.....            | 81,830    | 84,131    | 96,542    | 102,342   | 119,081   |
| Other assets.....             | 11,747    | 12,180    | 6,249     | 20,082    | 23,473    |
| Profit & loss (def.)          | 46,672    | 55,598    | 60,118    | 53,172    | 45,456    |

Total.....\$485,694 \$497,804 \$515,353 \$551,482 \$585,528

| LIABILITIES.       | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Capital stock..... | \$140,000 | \$140,000 | \$140,000 | \$300,000 | \$300,000 |
| Funded debt.....   | 200,000   | 195,000   | 190,000   | 185,000   | 180,000   |
| Floating debt..... | 145,694   | 162,804   | 185,353   | 66,481    | 103,275   |
| Accrued interest.. |           |           |           |           | 2,253     |

Total.....\$485,694 \$497,804 \$515,353 \$551,482 \$585,528

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22.34; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 26 motor cars and 7 trail cars; Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. & Gen. Man. Edgar K. Ray, Sec. Willard Kent, Treas. Walter Whittlesey, Supt. H. M. Young.

**DIRECTORS.**—Edwd. H. Rathbun, Franklin, Mass.; Thos. Martin, Walter Whittlesey, Chelsea, Mass.; H. L. Whittlesey, Boston, Mass.; Edgar K. Ray, Willard Kent, Woonsocket, R. I.

**GENERAL OFFICE,** 6 So. Main St., Woonsocket, R. I.

Date of information, Dec., 1902.

b

Please note date of information at end of each report.

## SOUTH CAROLINA.

## CHARLESTON.

Population in 1880, 49,984, in 1890, 54,955, in 1900, 55,807.

**Charleston Consolidated Railway, Gas & Electric Co.**—This company is a consolidation, Feb. 1899, of the Charleston City Ry. Co. and the Charleston & Seashore R. R. Co., and controls the entire street railway system of Charleston, Mt. Pleasant, Sullivan's Island and the Isle of Palms, and is also the owner of the Charleston Gas Light Co., the Charleston-Edison Light & Power Co. The Mt. Pleasant & Sullivan's Island Ferry Co. and the Middle Street, Sullivan's Island R. R. Co. The three power stations have been consolidated into one, where all power for railway, light and power purposes is now generated.

**Capital Stock**, authorized and issued, \$1,500,000; par value \$50 per share.

**Funded Debt**.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, \$2,500,000, issued, \$1,685,000; in escrow (see note), \$815,000; dated March 1, 1899, due 1999; denom. \$1,000; int. payable Mar. and Sept., at offices of Baltimore Trust and Guarantee Co., of Baltimore, or the Carolina Savings Bank, of Charleston, S. C., trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

Charleston City Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$850,000, (see note); dated Jan. 1, 1898, due 1923; denom. \$1,000; int. payable Jan. and July at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

**Note**.—Of the Charleston City Ry. Co.'s bonds issued, \$35,000 have been redeemed by sinking fund.

\$815,000 of the Consolidated bond issue are held in escrow to redeem the bonds of Charleston City Ry. Co., described above.

**Operation**.—Year ending Feb. 28,

|                             | 1900.     | 1901.     | 1902.     | 1903.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Total receipts.....         | \$439,921 | \$487,524 | \$549,520 | \$608,470 |
| Operating expenses.....     | 280,745   | 331,412   | 334,335   | 368,991   |
| Earnings from operation.... | 159,178   | 156,112   | 215,185   | 239,479   |
| Fixed charges.....          | 144,720   | 152,002   | 153,437   | 151,131   |
| Net income.....             | 14,458    | 4,110     | 61,648    | 88,348    |

## STATISTICS OF TRAFFIC.

Year ending Feb., 28, 1903.

|                                      |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 6,666,316 |
| Car miles run.....                   | 1,675,100 |
| Total receipts per car mile.....     | \$2.208   |
| Operating expenses per car mile..... | .145      |

**Balance Sheet**.—Dated Feb. 28, 1903.

## ASSETS.

|                                           |             |
|-------------------------------------------|-------------|
| Charleston City Railway Co.....           | \$1,665,000 |
| Charleston and Seashore Railroad Co.....  |             |
| Charleston Edison Light and Power Co..... | 2,300,000   |
| Charleston Gas Light Co.....              |             |
| Betterments and improvements.....         | 247,819     |
| Sinking fund bonds.....                   | 35,000      |
| Customers.....                            | 25,988      |
| Fuel and store room supplies.....         | 31,211      |
| Individual accounts.....                  | 4,371       |
| Advance taxes, insurance damages.....     | 9,107       |
| Cash on hand and in bank.....             | 3,161       |

Total.....\$4,321,658

## LIABILITIES.

|                                           |             |
|-------------------------------------------|-------------|
| Capital stock.....                        | \$1,500,000 |
| City Railway bonds.....                   | 815,000     |
| Consolidated bonds.....                   | 1,685,000   |
| General Electric bonds.....               | 23,333      |
| Interest on City Railway bonds.....       | 6,791       |
| Sinking fund City Railway.....            | 1,225       |
| Exposition Traction Co. bonds.....        | 25,000      |
| Notes payable.....                        | 129,884     |
| Accounts payable.....                     | 21,535      |
| Ticket, deposit and interest account..... | 2,636       |
| Profit and loss.....                      | 111,254     |

Total.....\$4,321,658

**Plant and Equipment**.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 61 motor cars and 16 trail cars; 13 generators aggregating 4,000 k. w.; Harrisburg and Ball & Wood Engines of 5,100 H. P.; Jackson & Sharp, Laclede and American cars.

**Officers**.—Pres. P. H. Gadsden, Man. Dir. S. H. Wilson, Sec. & Audr. P. J. Balaguer, Cashier W. B. Glen, Supt. Ry. Div. T. W. Passailaigue, Supt. Gas Div. Thos. Turner, Elecn. W. W. Fuller.

**Directors**.—Francis K. Carey, Robert Davidson, J. Bannister Hall, Baltimore, Md.; P. H. Gadsden, Geo. W. Williams, Jr., S. H. Wilson, Wm. M. Bird, Geo. B. Edwards, E. H. Pringle, Geo. A. Wagener, Charleston, S. C.; Dr. J. S. Buist.

**General Office**, 141 Meeting St., Charleston, S. C.

Pres. and Sec's. Offices, 141 Meeting St., Charleston, S. C.

Date of information, Mar., 1903.

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## COLUMBIA.

Population in 1880, 10,036, in 1890, 15,359, in 1900, 21,108.

**Columbia Electric Street Railway, Light & Power Co.**—This company owns a 500 H. P. water power plant, an auxiliary steam plant, and electric light plant and the railway plant described below.

**CAPITAL STOCK**, authorized and issued, \$350,000 (increased from \$75,000 by act of assembly 1899).

**FUNDED DEBT**.—First mortgage 5 p. c. gold bonds, authorized and issued, \$350,000; coupon, but may be registered; dated Jan., 1900, due 1930; denom. 1,000; int. payable Jan. and July, in Columbia, and at office of South Carolina Loan & Trust Co., of Charleston, S. C.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 48 lb. T rail; 26 motor cars, of which 10 are closed cars and 16 open cars; Gen. Elec. motors, Laconia cars.

**OFFICERS**.—Pres. W. B. Smith-Whaley, V. Pres. W. A. Clark, Treas. & Gen. Man. E. B. Clark, Sec. W. H. Lyles, Supt. Transportation A. Wallace, Elecn. E. F. Lilly, M. Mech. C. D. Boling.

**DIRECTORS**.—W. B. S. Whaley, W. A. Clark, James Woodrow, R. W. Shand, W. G. Childs, Willie Jones, W. H. Lyles.

**GENERAL OFFICE**, Assembly & Washington Sts.

**REFERENCE**.—Description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Jan., 1903.

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## GREENVILLE.

Population in 1890, 8,607, in 1900, 11,860.

**Greenville Traction Co.**

**PLANT AND EQUIPMENT**.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 11 cars.

**OFFICERS**.—Pres. J. S. Keen, Jr., V. Pres. George M. Bunting, Sec. H. Bayard Hodge, Treas. H. P. Keen, Man. & Pur. Agt. James H. Dawes, Supt. George H. Bliven, Ch. Engr. J. W. Ledoux, Ch. Elecn. J. P. Moran, Audr. W. H. Roth.

**GENERAL OFFICE**, 112 North Broad St., Philadelphia, Pa.

Date of information, Mar., 1903.

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## ORANGEBURG.

Population in 1880, 2,140, in 1890, 2,964, in 1900 (local estimate), 3,650.

**Orangeburg City Street Railway Co.**

**CAPITAL STOCK**, authorized, \$25,000, issued \$12,000.

**FUNDED DEBT**.—None.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 horses, 8 Brill cars.

**OFFICERS**.—Pres. Gen. Man. & Pur. Agt. J. W. H. Dukes, V. Pres. N. H. Bull, Sec. & Treas. B. H. Moss.

**GENERAL OFFICE**, Orangeburg, S. C.

Date of information, Jan., 1903.

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## SPARTANBURG.

**Spartanburg Railway, Gas & Electric Co.**—This company has constructed an electric railway from Spartanburg to Glendale, which was placed in operation about Nov. 1, 1900.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; 750 H. P. engine, Laclede cars, Dupont trucks.

**OFFICERS**.—Pres. & Treas. F. D. McEwen, Sec. P. H. Gadsden, Audr. Percy Hodson, Man. Supt. & Pur. Agt. J. D. Maxwell, Jr., Ch. Engr. of Power Station John M. Wilson.

**GENERAL OFFICE**, 41 Morgan Sq., Spartanburg, S. C.

Date of information, Mar., 1903.

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## SOUTH DAKOTA.

## RAPID CITY.

Population in 1880, 292, in 1890, 2,128, in 1900, 2,200.

**Rapid City Street Railway Co.**—This property is owned by E. B. Chapman.

**CAPITAL STOCK**, \$100,000.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 2; gauge, 4 ft.; 25 lb. T rail; 3 horses, 2 horse cars.

**OFFICER**.—Pres. & Owner E. B. Chapman.

Date of information, Jan., 1903.

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Please note date of information at end of each report.

## SIOUX FALLS.

Population in 1880, 2,164, in 1890, 10,177, in 1900, 10,266.

**City Street Railway Co.**—Chartered Mar. 22, 1887. In May, 1899, this property was purchased by a syndicate of eastern men and the entire capital stock and bonds are in possession of Theron Davis of New York City. Operation of the road was suspended Jan. 2, 1901, pending decision in litigation with the city over its franchise.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 9; gauge, 4 ft., 8½ in.; 30 lb. rail; 40 horses, 6 horse cars.

**OFFICERS.**—Pres. R. F. Pettigrew, V. Pres. L. T. Dunning, Sec. & Treas. S. L. Tate, Supt. Theron Davis.

**GENERAL OFFICE,** Sioux Falls, S. Dak.; New York Office, 52 Broadway.

Date of information, Jan., 1903. d

## TENNESSEE.

## BRISTOL.

Population in 1890, 6,226, in 1900, 9,850, in 1903 (local estimates) 5,000.

**Bristol Belt Line Railway Co.**—Chartered Feb. 22, 1890, in perpetuity.

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$75,000, issued, \$65,000, in treasury, \$10,000; dated July, 1891, due 1921; denom. \$1000; int. payable Jan. and July, at office of Bristol Title, Bank & Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 motor cars; Walker and Gen. Elec. dynamos and motors, Brill, Jackson & Sharp, Stephenson and Lewis & Fowler cars.

**OFFICERS.**—Pres. B. L. Dulaney, Sec. & Treas. M. D. Chapman, Supt. Sam'l M. Vance, Gen. Man. M. F. Dobbins.

Date of information, Mar., 1903. z

## CHATTANOOGA.

Population in 1880, 12,802, in 1890, 29,100, in 1900, 32,490.

**Chattanooga Electric Railway Co.**—Chartered 1896. This company is the successor to the former company of the same name, having purchased all its property under foreclosure of mortgage in Feb., 1896. The original company was a consolidation (Jan. 1, 1891) of the City Street R. R. Co. and the Chattanooga Electric Street R. R. Co. (Inc. May, 1888).

**CAPITAL STOCK,** authorized and issued, \$645,000.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$625,000, coupon, but may be registered, dated Jan. 1, 1898, due 1919; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

**NOTE.**—Of the consolidated mortgage bonds, \$550,000 were issued to retire prior liens, and \$26,000 were issued for miscellaneous purposes. The treasury bonds are reserved for future improvements.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 25 lb., 63 lb. and 100 lb. T and girder rail; 45 motor cars and 16 trail cars; Mcl. & S., Beck and Taylor engines, Gen. Elec. dynamos and motors, Brill, St. Louis and Stephenson cars.

**OFFICERS.**—Pres. & Treas. J. H. Warner, V. Pres. Edwin Warner, Sec. Thomas P. Wells, Supt. J. W. McFarland, Mast. Mech. John Hunt.

**DIRECTORS.**—Percy Warner, W. T. Adams, J. H. Warner, Edwin Warner, Frank Sparlock, James McLaughlin, T. G. Montague.

**GENERAL OFFICE,** 3 Market St., Chattanooga, Tenn.

**REFERENCE.**—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1903. z

**Chattanooga & Lookout Mountain Railway Co.**—This road runs from center of Chattanooga to Lookout Mountain Incline, St. Elmo, Forrest Hill Cemetery, Mountain Junction and Alma Park, and is being extended to Rossville, to connect with Rapid Transit Co.'s line for Chickamauga Park, and is owned and operated by the United Railways, Light & Water Co., of Philadelphia, Pa.

**CAPITAL STOCK,** authorized and issued, \$250,000.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, authorized and issued, \$250,000; due 1926.

**PLANT AND EQUIPMENT.**—Miles of track (steam and electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 locomotive, 8 cars.

**DIRECTORS.**—S. W. Divine, R. W. King, W. A. Cary, Robert Pritchard, J. B. Frazier, George W. Davenport.

Date of information, May, 1902. z

**Lookout Point Incline Co.**—This company is successor to the Incline & Narrow Gauge Railway Co., and operates a cable (known as Incline No. 1) from St. Elmo to "Point," top of Look-

out Mountain. The road is owned by the United Railways, Light & Water Co., of Philadelphia, Pa.

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$65,000.

**PLANT AND EQUIPMENT.**—Miles of track, 2.25; operated by steam, 5, incline cable, .75; gauge 4 ft. 8½ in.; 45 lb. T rail.

Date of information, May, 1902. z

**Lookout Incline & Lula Lake Railway Co.**—This company operates a cable line 5,000 ft. in length, grade 25 p. c. to 68 p. c., from St. Elmo to the top of Lookout Mountain. This line is known as Incline No. 2. The road is owned by the United Railways Light & Water Co., of Philadelphia, Pa.

Date of information, May, 1902. z

**North Side Consolidated Street Railway Co.**—A reorganization of the Signal Mountain Railway Co. and the Chattanooga & North Side Street Ry. Co. In 1900 this company was purchased by a syndicate and leased to the Rapid Transit Co., and through the Rapid Transit Co., is owned and operated by the United Railways, Light & Water Co., of Philadelphia, Pa.

**CAPITAL STOCK,** authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, \$110,000; due 1920.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 8 motor cars; A. & S. engines, Thomson-Houston and Sprague dynamos and motors, Stephenson cars.

Date of information, May, 1902. z

**Rapid Transit Co. of Chattanooga.**—Charter and municipal franchises granted in 1897, in perpetuity. On May 1, 1899, this company leased the Belt Railway Co.'s lines for 45 years. This company's lines run from National Cemetery, Highland Park, Orchard Knob, Avondale, Ridgedale, East Lake, Rossville, Chickamauga Park, Hill City and Vallombrosa.

In Mar., 1901, the Chattanooga & Lookout Mountain R. R. Co., the Lookout Point Incline Co. and the North Side Consolidated Street Ry. Co. were merged into this company, which at once extended and improved the consolidated properties. The road is owned and operated by the United Railways, Light & Water Co., of Philadelphia, Pa.

**CAPITAL STOCK,** authorized and issued, \$350,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$300,000; coupon, but may be registered; dated Feb. 1, 1900, due 1925; denom. \$1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 1 Siemens & Halske 550 k. w., 1 West. 115 k. w. and 1 Gen. Elec. 100 k. w. generators; 1350 H. P. engine, 6-150 H. P. boilers, West. and Gen. Elec. motors, St. Louis and Jackson & Sharp cars.

**OFFICERS.**—Pres. J. H. Jeffries, V. Pres. S. W. Divine, Sec. & Treas. J. W. Pittock, Supt. R. W. King.

**DIRECTORS.**—S. W. Divine, G. W. Davenport, W. B. Royster, J. H. Jeffries, Charles T. Divine, J. W. Pittock.

**GENERAL OFFICE,** Chattanooga, Tenn.

**REFERENCE.**—Purchase and improvements, Vol. XVI, Nov. 17, '00, p. 1128.

Date of information, May, 1902. z

## CLARKSVILLE.

Population in 1880, 3,880, in 1890, 8,924, in 1900, 9,431.

**Electric Street Railway Co. of Clarksville, Tenn.**—This is the successor to the Clarksville Street Ry. Co., which was sold under foreclosure of mortgage on June 9, 1896. Chartered June 13, 1896, in perpetuity. The company owns an exclusive fifty year city franchise.

**CAPITAL STOCK,** authorized, \$50,000, issued, \$20,000.

**FUNDED DEBT.**—First mortgage 6 p. c. coupon bonds, authorized; \$50,000, issued, \$20,000; dated July, 1896, due 2016; denom. \$500; int. payable Jan. and July, at office of Northern Bank of Tennessee, trustee of mortgage, Clarksville Trust & Banking Co.

**NOTE.**—The first mortgage bonds may be called for payment in five years from date of issue.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; 300 H. P. station plant, Ball engines, Gen. Elec. dynamos and motors, Jones cars.

**OFFICERS.**—Pres. N. L. Carney, V. Pres. J. F. Shelton, Sec. Treas. & Gen. Man. Julien F. Gracey, Supt. Ch. Engr. & Elecn. F. D. Ridge, Ch. Engr. of Power Station Fred. Parks.

**DIRECTORS.**—N. L. Carney, Julien F. Gracey, J. F. Shelton, L. R. Clark, W. M. Daniel, H. C. Merritt.

**GENERAL OFFICE,** 211 So. 10th St.

Date of information, Mar., 1902. z

**JACKSON.**

Population in 1880, 5,377, in 1890, 10,039, in 1900, 14,511.

**Jackson & Suburban Street Railroad Co.**—This is a reorganization, in 1894, of the Jackson & Suburban Street Ry. Co. Annual meeting second Tuesday in May.

CAPITAL STOCK, authorized, \$200,000, issued, \$60,000.

FUNDED DEBT, \$60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft.; 50 lb. T rail; 23 horses, 17 cars, of which 8 are motor cars and 9 trail cars; Ball engines, Walker dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. H. Hirsh, V. Pres. G. C. Anderson, Sec. S. D. Hayes, Treas., Man. & Pur. Agt. J. L. Wisdom, Attys. Hayes & Bond, Ch. Engr. R. D. Davy.

DIRECTORS.—J. H. Hunter, G. C. Anderson, J. W. N. Burkett, J. L. Wisdom, S. D. Hayes, C. G. Bond, J. H. Hirsch.

GENERAL OFFICE AND POWER STATION, College and Shannon Sts., Jackson, Tenn.

Date of information, July, 1902.

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**JOHNSON CITY.**

Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

**Johnson City Traction Co.**—Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years.

CAPITAL STOCK, authorized and issued, \$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 70 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

INCORPORATORS.—A. M. Young, F. A. Stratton, S. C. Williams, J. H. Bowman.

Date of information, Mar., 1903.

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**KNOXVILLE.**

Population in 1880, 9,693, in 1890, 22,535, in 1900, 32,637.

**Knoxville Traction Co.**—Chartered Mar. 30, 1898, as a consolidation of the Knoxville Street R. R. Co., Union Ry. Co., Citizens' Street Ry. Co., and West End Street R. R., all of whose bonds and stock have been surrendered and cancelled. All of the electric lighting and power plants of Knoxville have been consolidated and are now owned by this company, which has placed their stocks as security for its own mortgage bonds. The company is controlled by the Railways & Light Co. of America, Richmond, Va.

CAPITAL STOCK, authorized and issued, \$750,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$850,000, due, 1938; denom. \$1,000; int. payable Apr. and Oct. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 56 cars, of which 38 are motor cars and 18 trail cars; Gen. Elec. dynamos and motors; Brill, Pullman and Newcastle cars.

OFFICERS.—Pres. R. Lancaster Williams, Richmond, Va.; V. Pres. E. L. Bemiss, Sec. Leon Fender, Treas. W. S. Shields, Gen. Man. C. H. Harvey, Supt. W. G. Woolfolk.

GENERAL OFFICE, 806 Gay St., Knoxville, Tenn.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186; sale of road, Vol. XVIII, Nov. 23, '01, p. 762.

Date of information, Mar., 1903.

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**Fountain Head Railroad Co.**—Chartered May, 1889. This company operates by steam dummy, doing a local passenger business almost exclusively.

CAPITAL STOCK, authorized and issued, \$207,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars, of which 7 are passenger cars and 4 freight cars, 3 dummies; Baldwin engines, Brill cars.

OFFICERS.—Pres. G. Borgfeldt, Sec. James Dunne, Treas. J. Kahle, Gen. Man. & Pur. Agt. R. M. Doll, Jr.

GENERAL OFFICE, 703 Broadway, Knoxville, Tenn.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903.

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**MEMPHIS.**

Population in 1880, 33,592, in 1890, 64,495, in 1900, 102,320.

**Memphis Street Railway Co.**—Chartered in 1895. Municipal franchise granted in Nov., 1895, for 50 years. Annual meeting fourth Thursday in Jan. This is a consolidation of the Citizens' Street R. R. Co., the City & Suburban Ry. Co., the East End Street R. R. Co. and the Memphis & Raleigh Springs R. R. Co.

Capital Stock, authorized and issued, \$500,000.

Funded Debt.—Citizens' Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized \$1,000,000, issued, \$906,000; coupon, but may be

registered; due 1916; denom. \$1,000; int. payable Jan. and July, at the American Exchange National Bank, of New York, and in Memphis.

Plant and Equipment.—Miles of track (electric), 90; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 140 motor cars and 40 trail cars; Allis and Penn. engines, Gen. Elec. and Walker dynamos and motors, Pullman and Brill cars.

Officers.—Pres. C. K. G. Billings, V. Pres. & Gen. Man. F. G. Jones, Sec. W. S. McCrea, Treas. Robert L. Benson, Gen. Supt. F. Smith.

Directors.—C. K. G. Billings, Robt. L. Benson, C. H. Ruddock, W. S. McCrea, F. G. Jones.

General Office, Walnut & DuBoise Sts., Memphis, Tenn.

Date of information, Mar., 1903.

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**NASHVILLE.**

Population in 1880, 43,350, in 1890, 76,168, in 1898, in 1900, 80,865.

**Nashville Railway.**—This company is a consolidation in Jan., 1900, of the Nashville Street Railway Co., the Citizens Rapid Transit Co., and the Nashville and Suburban Railway Co. This company also owns the capital stock of the Cumberland Electric Light & Power Co., which owns valuable lighting contracts. In Feb., 1901, owing to the default of the Aug., 1900, interest on consolidated bonds, a committee of bond holders was appointed who made the Baltimore Trust & Guarantee Co. depository for the bonds. Foreclosure proceedings having been commenced, on June 21, 1901, Percy Warner and E. C. Lewis were appointed receivers. In Aug., 1901, the share holdings of the Baltimore Trust & Guarantee Co. were purchased by a new syndicate. Since the appointment of the receivers, past due coupons on prior liens have been paid. In Nov., 1901, the road was ordered sold under foreclosure proceedings by the United States Court.

On Oct. 21, 1902, the holders of certificates issued against deposit of consolidated bonds of 1900 agreed to accept 80 p. c. in cash for their bonds. The first payment was made on Nov. 4, 1902, final payment to be made in four months.

Capital Stock, authorized and issued, \$6,500,000; par value, \$100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, \$6,500,000, issued, \$2,300,000; held in escrow, \$2,549,000; held in treasury, \$1,651,000 (see note); dated Feb. 1, 1900, due 1950; denom. \$1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., Baltimore, trustee of mortgage.

Note.—\$2,549,000 of this issue of bonds are held to retire prior liens of the constituent companies and \$1,651,000 are held for future extensions or new properties to be issued only with trustee's consent.

Franchises.—Municipal franchises perpetual and exclusive on streets occupied.

Plant and Equipment.—Miles of track (electric), 66.2; gauge, 5 ft.; 45 lb. to 80 lb. girder and T rail; 142 cars, of which 117 are motor cars and 25 trail cars; Phoenix I. W. engines, Gen. Elec. motors, Brill and Pullman cars; power from Cumberland Light & Power Co.

Officers.—Recrs. Percy Warner, E. C. Lewis, Pres. Percy Warner, Sec. & Treas. N. P. Yeatman, Supt. of Transportation G. D. Mills.

General Office, Wilcox Bldg., Nashville.

References.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1903.

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**TEXAS.****AUSTIN.**

Population in 1880, 11,013, in 1890, 14,575, in 1900, 22,300.

**Austin Electric Railway Co.**—This company purchased the property of the Austin Rapid Transit Ry. Co., which was sold at receiver's sale in 1902, and is rebuilding the entire system, and extending the line.

CAPITAL STOCK, \$350,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.5; gauge, 4 ft. 8½ in.; 40 and 56 lb. T rail; 21 are motor cars Gen. Elec. dynamos and motors, Laclede and Brill cars.

OFFICERS.—Pres. I. H. Evans, V. Pres. F. H. Watriss, Sec., Pur. Agt., Elecn. & Supt. Frank E. Scovill, Treas. E. P. Wilmot, Ch. Engr. Jas. M. Aday, Mast. Mech. R. Eggeling.

REFERENCES.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903.

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**BEAUMONT.**

Population in 1900, 9,427.

**Beaumont, Port Neches & Port Arthur Railway Co.**

PLANT AND EQUIPMENT.—Miles of track (electric), 30; gauge 4 ft. 8½ in.; 12 motor cars.

OFFICERS.—Pres. H. J. Hopkins, Beaumont; V. Pres. Edward Kenedy, Beaumont; Sec. G. A. Noel Webb City, Mo.; Treas. J. F.

Thompson, 1107 Tacoma Bldg., Chicago, Ill.; Man., Pur. Agt., Audr. & Supt. C. E. Baker, Beaumont; Elec. & Mech. Engr. H. R. Wallace.

GENERAL OFFICE, Keith Bldg., Beaumont, Texas.

POWER STATION, Port Neches, Texas.

Date of information, Jan., 1903.

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**Beaumont Traction Co.**—This company is the successor to the Beaumont Street Ry. Co.

OFFICERS.—Pres. Harry K. Johnson, V. Pres. & Man. Ben Johnson.

GENERAL OFFICE, Beaumont, Tex.

Date of information, Mar., 1903.

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### BONHAM.

Population in 1900, 5,042.

**Bonham Electric Railway, Light & Power Co.**—This company owns an electric railway 2.5 miles in length.

OFFICERS.—Pres. J. B. Russell, Sec. J. G. McGoody, Treas., Pur. Agt. & Man. Chas. Halsell, Supt. W. T. Smith, Ch. Engr. R. M. Bohanan, Ch. Elec. Chas. White, Mast. Mech. W. T. Smith.

Date of information, Mar., 1903.

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### DALLAS.

Population in 1880, 10,358, in 1890, 38,067, in 1900, 42,638.

**Dallas Electric Corporation.**—This company has been organized to take over practically all the electric railway and electric lighting properties of Dallas, and will operate 50 miles of electric road. Franchises expire in 1921 and 1922. The company serves a population of 60,000.

CAPITAL STOCK, common, authorized and issued, \$3,000,000; preferred, 5 p. c. non cumulative, authorized, \$1,500,000, to be issued, \$1,350,000; par value, \$100 a share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$4,000,000, to be issued, \$3,000,000; dated Apr. 1, 1902, due 1922; int. payable Apr. and Oct. at office of City Trust Co., Boston, Mass., trustee of mortgage.

NOTE.—The above bonds may be called as a whole on or after Oct. 1, 1904, at 105 and interest on any interest day. Sinking fund, 1 p. c. per annum of outstanding bonds, first payment due Oct. 1, 1904. Payments will be made only if earned up to and including Oct. 1, 1905, after which payments will become a fixed charge.

OFFICERS.—Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.

Date of information, Jan., 1903.

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**Dallas Consolidated Electric Street Railway Co.**—Chartered Jan. 27, 1898, for 50 years. This is a consolidation of the Dallas City Street Ry. Co. and the Queen City Ry. Co., both of which were sold under foreclosure of mortgage. This company acquired North Dallas Circuit Ry. in 1902. In Jan., 1903, it was reported that this company was undergoing reorganization.

CAPITAL STOCK, \$1,000,000.

FUNDED DEBT.—First trust mortgage bonds, outstanding, \$365,000. This mortgage covers the entire property of the company and was made to secure a note for \$365,000, due Sept. 15, 1900, int. at 10 per cent per annum.

Second trust mortgage bonds, outstanding, \$25,000. This mortgage covers the property formerly owned by the Queen City Ry. Co., and is subject to the first trust mortgage bonds. It was given to secure a note for \$25,000, due Sept. 15, 1900, int. at 10 per cent per annum.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 35 lb. and 60 lb. T and girder rail; 60 motor cars; Gen. Elec. and West. motors; Laclede, St. Louis, Stephenson and Brownell cars.

OFFICERS.—Pres. Pierre S. du Pont, Lorain, O.; V. Pres. W. J. du Pont, Johnstown, Pa.; Sec., Man. & Pur. Agt. E. T. Moore, Treas. John J. Raskob, Elec. W. C. Urie, Mast. Mech. William Sutton.

Date of information, Jan., 1903.

d

**Rapid Transit Railway Co.**—Chartered Jan. 21, 1899, as successor to the Dallas Rapid Transit & Terminal Ry. Co., which succeeded the Dallas Rapid Transit Co.

CAPITAL STOCK, \$100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. steel T rail; 20 motor cars; Armington & Sims engines, Gen. Elec. and West. dynamos and motors, various cars.

OFFICERS.—Pres. Alex. S. Coke, V. Pres. T. T. Holloway, Sec. Treas. & Gen. Man. C. F. Freeman, Supt. Wm. Boyd.

GENERAL OFFICE, 360 Commerce St., Dallas, Tex.

Date of information, Mar., 1903.

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**North Dallas Circuit Railway Co.**—Chartered Dec. 19, 1888, for 35 years. This company was absorbed by the Dallas Consolidated Street Ry. Co., in 1902.

Date of information, Mar., 1903.

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**The Belton & Temple Electric Railway Co.**—This company operates a passenger and freight railway.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge 4 ft. 8½ in.

OFFICERS.—Pres. A. F. Bentley, Temple, Tex.; V. Pres. & Man. J. M. Carter, Dallas, Tex.; Sec. R. O. Carter, Treas. C. F. Denney, Belton, Tex.; Audr. M. Yoakum, Dallas, Tex.

Date of information, Mar., 1903.

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### EL PASO.

Population in 1890, 10,338, in 1900, 16,000, in 1903 (local estimates) 35,000.

**El Paso & Juarez Traction Co.**—Chartered Mar. 1900. This company is the consolidation in 1900 of the El Paso & Juarez Avenue Street Ry. and the San Antonio & Magoffin Street Ry. with the Ferrocarril Urbano y Puente and La Companie Ferrocarrils Urbanos de c. Juarez, of Mexico.

CAPITAL STOCK, authorized, \$200,000, issued, \$146,000; par value, \$100 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 44 horses, 12 horse cars; Brownell cars.

OFFICERS.—Pres. Anson Mills, (2 Dupont Circle, Washington, D. C.), Vice Pres. Z. T. White, Sec. & Treas. J. A. Huppee, Supt. A. Larmour.

DIRECTORS.—Anson Mills, J. R. Ramsey, J. A. Huppee, Z. T. White, Jos. Magoffin.

GENERAL OFFICE, 411 Santa Fe St., El Paso, Tex.

Date of information, Feb., 1901.

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**El Paso Electric Co.**—Franchises expire in 1915. Annual meeting second Monday in Jan. This company owns the securities of El Paso Electric Ry. Co., El Paso & Juarez Traction Co., and International Light & Power Co., which companies do the electric railway and lighting business in El Paso, and operate an electric railway between El Paso, Tex., and Juarez, Mex.

CAPITAL STOCK.—Common, authorized and issued, \$1,000,000, par value, \$100 per share; preferred, authorized, \$250,000, issued, \$200,000, par value, \$100 per share. Dividends on preferred stock, 6 p. c. non-cumulative, payable Jan and July.

FUNDED DEBT.—Collateral trust 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$600,000; dated Jan. 1, 1902, due 1932; denom. \$1,000; int. payable Jan. and July, at office of the State Street Trust Co., of Boston. This mortgage does not provide for sinking fund, and bonds are not subject to call.

OPERATION.—Combined properties for year ending Dec. 31, 1902.

|                         |           |
|-------------------------|-----------|
| Total receipts.....     | \$161,199 |
| Operating expenses..... | 97,450    |

|                              |        |
|------------------------------|--------|
| Earnings from operation..... | 63,749 |
| Fixed charges.....           | 30,000 |

|                 |        |
|-----------------|--------|
| Net income..... | 33,749 |
|-----------------|--------|

OFFICERS.—Pres. J. W. Hollowell, Sec. B. H. Dibblee, Treas. H. B. Sawyer, Gen. Man. Stone & Webster, 293 Federal St., Boston, Mass.

Date of information, Feb., 1902.

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**El Paso Electric Railway Co.**—Chartered in 1901. This company commenced operation July 11, 1902.

CAPITAL STOCK, \$750,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars, 6 trail cars.

OFFICERS.—Pres. Leigh Clark, V. Pres. & Man. H. T. Edgar, Treas. H. B. Sawyer, Asst. Treas. J. H. Tuttle, Gen. Man. Stone & Webster, Supt. E. J. Emerson.

GENERAL OFFICE, Plaza Block, El Paso, Tex.

Treasurer's Office, 93 Federal St., Boston, Mass.

REFERENCES.—Description of road, Vol. XIX, May 10, '02, p. 584 (ill.).

Date of information, Jan., 1903.

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### FORT WORTH.

Population in 1880, 6,663, in 1890, 23,076, in 1900, 26,688.

**Northern Texas Traction Co.**—This company is the successor to the Fort Worth Street Ry. Co., which was chartered in 1876, for 99 years. Municipal franchise granted in 1876 for 99 years. In 1901 this company purchased the City Ry. Co., of Fort Worth, and obtained legislative permission to extend its road to and into Dallas.

Please note date of information at end of each report.

In 1902 the company purchased the Dallas & Oak Cliff Electric Ry., of Dallas, Tex.; and has also purchased the Glenwood & Polytechnic College Street Ry. and the Fort Worth & Arlington Heights Street Ry. All tracks in Fort Worth have been relaid, and the entire property is in operation. The road is operated from one power plant, located at Handley, Tex., new equipment being provided for the entire line.

**CAPITAL STOCK**, authorized and issued, \$2,500,000.

**FUNDED DEBT**.—First mortgage 5 p. c. gold bonds, authorized \$2,500,000, none yet issued, but \$2,000,000 will be issued during 1902. These bonds will be a first mortgage on all the property of the company, all bonds of the constituent companies being retired and cancelled; \$500,000 will be held in the treasury for future requirements.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 60; gauge, 4 ft 8½ ins.; Cooper-Corliss engines, Stirling boilers, West. generators and motors, Kuhlman cars.

**OFFICERS**.—Pres. George T. Bishop, V. Pres. John Sherwin, 2d V. Pres. & Gen. Man. F. M. Haines, Sec. & Treas. C. A. Taylor, Supt. D. H. Lavenberg, Ch. Engr. Sherman Horn. Mast. Mechs. O. S. Haw and J. E. Porter.

**DIRECTORS**.—George T. Bishop, John Sherwin, S. F. Haserot, George F. McKay, Cleveland, O.; F. M. Haines, C. A. Taylor, W. B. Harrison.

**GENERAL OFFICE**, 409 Main St., Fort Worth, Tex.

Date of information, Mar., 1903.

## GALVESTON.

Population in 1880, 22,248; in 1890, 29,084; in 1900 (before the flooding of city), 37,789.

**Galveston City Railway Co.**—Incorporated in Texas in 1900 as the successor to the Galveston City R. R. Co., which was chartered Oct. 1867, and the Gulf City & Real Estate Co., whose properties were practically all destroyed by the "Galveston flood" of Sept., 1900.

**Capital Stock**, authorized and issued, common \$400,000, preferred \$400,000; par value, \$100 per share.

**Funded Debt**.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, \$600,000; dated Jan. 1, 1901, due 1941; denom. \$1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

**Plant and Equipment**.—Miles of track (electric), 35.9; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 70 cars, of which 64 are motor cars and 6 trail cars; Filer and Stowell, Harrisburg, and Green Wheelock engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars, Bemis, Dupont and St. Louis trucks.

**Officers**.—Pres. & Gen. Man. R. B. Baer, V. Pres. W. G. Oakman, Sec. & Asst. Treas. A. Drouilhet, Treas. & Asst. Sec. Geo. R. Turnbull.

**Directors**.—R. B. Baer, Houston, Tex.; Walter G. Oakman, Geo. R. Turnbull, Edward Cornell, New York; J. W. Terry, E. D. Caven, Julius Runge, Galveston, Tex.

**General Office**, Ave. I and 21st St., Galveston, Texas.

**References**.—Description of park (brief) Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Jan., 1903.

## HOUSTON.

Population in 1880, 16,513; in 1890, 27,557; in 1900, 44,633.

**Houston Electric Co.**—This company is the successor to the Houston Electric St. Ry. Co., which was sold under foreclosure of mortgage in Oct., 1901. Annual meeting, third Tuesday in Jan. This company controls a franchise granted on Oct. 23, 1890, for 35 years, and does the entire electric railway business of Houston.

**CAPITAL STOCK**, common, authorized and issued, \$2,000,000; par value, \$100 per share; preferred, authorized and issued, \$500,000; par value, \$100 per share. Dividends on preferred stock, 6 p. c. non-cumulative, payable Feb. and Aug.

**FUNDED DEBT**.—First mortgage 5 p. c. gold coupon bonds, authorized, \$2,500,000, issued, \$1,500,000; dated 1900, due 1925; denom. \$500 and \$1,000; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

**NOTE**.—Treasury bonds may be issued for improvements and extensions at \$10,000 per mile for new construction.

The consolidated mortgage bonds may be called for payment at 107½ and accrued interest after 1910. Sinking fund of 1.5 p. c. of outstanding bonds begins Aug. 1, 1903. Payments will be made only if earned up to and including Aug. 1, 1905, after which payments will become a fixed charge.

**OPERATION**.—Year ending Dec. 31,

|                               | 1898.     | 1899.     | 1900.     | 1902.   |
|-------------------------------|-----------|-----------|-----------|---------|
| Receipts from passengers..... | \$196,129 | \$207,561 | \$234,555 |         |
| " other sources.....          | 8,710     | 10,697    | 6,816     |         |
| " total.....                  | 204,839   | 218,258   | 241,371   | 360,018 |
| Operating expenses.....       | 140,574   | 139,624   | 159,341   | 210,772 |
| Net earnings.....             | 64,265    | 78,634    | 82,030    | 149,246 |
| Deductions from earnings      |           |           |           |         |
| Interest on funded debt....   | 48,276    | 48,867    | 48,314    |         |
| Taxes.....                    | 8,163     | 9,102     | 9,742     |         |
| Net income.....               | 7,829     | 20,665    | 23,974    |         |

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31,                 | 1898.     | 1899.     | 1900.     |
|--------------------------------------|-----------|-----------|-----------|
| Car miles run.....                   | 1,228,972 | 1,197,175 | 1,196,743 |
| Total receipts per car mile.....     | \$1.56    | \$1.82    | \$2.01    |
| Operating expenses per car mile..... | .102      | .117      | .133      |

**BALANCE SHEET**.—Dated Dec. 31,

| ASSETS.                         | 1898.       | 1899.       | 1900.       | 1902.       |
|---------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equipment..... | \$2,039,984 | \$2,060,053 | \$2,099,957 | \$4,000,440 |
| Real estate.....                | 133,226     | 135,083     | 134,700     |             |
| Insurance unexpired prem.....   | 2,720       | 2,243       | 1,149       |             |
| Accounts receivable.....        | 8,864       | 6,470       | 4,961       |             |
| Notes receivable.....           | 1,097       | 1,677       | 1,173       | 4,697       |
| Judgments receivable.....       | 4,500       | 2,500       |             |             |
| Cash on hand.....               | 25,355      | 24,329      | 60,939      | 131,479     |
| Supplies on hand.....           | 13,018      | 16,689      | 14,274      |             |
| Treasury stock.....             | 572,000     | 572,000     | 572,000     |             |
| Miscel. stock and bonds..       | 21,500      | 23,000      | 5,000       |             |
| Current assets.....             |             |             |             | 14,676      |
| Suspense.....                   |             |             |             | 35,258      |

Total.....\$2,821,264 \$2,844,044 \$2,894,162 \$4,186,550

## LIABILITIES.

|                                |             |             |             |             |
|--------------------------------|-------------|-------------|-------------|-------------|
| Capital stock.....             | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$2,500,000 |
| Funded debt.....               | 867,300     | 867,300     | 877,000     | 1,500,000   |
| Income bonds.....              | 775,000     | 775,000     | 775,000     |             |
| Notes payable.....             | 16,800      | 2,700       |             |             |
| Accounts payable.....          | 3,764       | 4,488       | 6,409       | 92,428      |
| Bills not yet due.....         |             |             |             | 39,043      |
| Paving assessm't payable.....  |             | 37,424      | 17,424      |             |
| Accrued taxes.....             | 7,952       | 2,365       | 7,361       |             |
| " interest.....                | 38,640      | 69,457      | 107,124     |             |
| Profit and loss (surplus)..... | 65,994      | 85,310      | 103,844     | 55,079      |

Total.....\$2,821,264 \$2,844,044 \$2,894,162 \$4,186,550

**PLANT AND EQUIPMENT**.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. 65 lb. and 75 lb. T rail; 63 cars, of which 51 are motor cars and 12 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Stephenson, St. Louis and Brownell cars; McGuire, Bemis and Johnson trucks.

**OFFICERS**.—Pres. G. J. Baldwin, Savannah, Ga.; V. Pres. Russell A. Robb, Sec. & Asst. Treas. W. H. Tucker, Treas. H. B. Sawyer, 2nd Asst. Treas. J. C. Coffin, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.; Man. H. R. Payne, Ch. Engr. of Power Sta. John F. Usener, Ch. Engr. E. D. Martinez, Mast. Mech. Wm. Pestell.

**DIRECTORS**.—T. W. House, W. D. Cleveland, H. F. MacGregor, G. J. Baldwin, E. S. Webster, Russell Robb, H. B. Rice, G. M. Lane, H. B. Sawyer.

**GENERAL OFFICE**, 502-4 Travis St., Houston, Tex.

**REFERENCES**.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Mar., 1903.

## LAREDO.

Population in 1880, 3,521, in 1890, 11,313, in 1900, 13,429.

**Laredo Electric & Railway Co.**—Chartered Sept., 1892, for 25 years. Annual meeting first Monday in Mar. This company operates the car lines and owns and operates electric lighting plants in Laredo, Texas, and Nueva Laredo, Mex., and operates the property of the International Bridge & Tramway Co.

**CAPITAL STOCK**, authorized and issued \$100,000.

**FUNDED DEBT**.—None.

**PLANT AND EQUIPMENT**.—Miles of track (electric), 4; gauge, 4 ft.; 25 lb. steel T rail; 6 motor cars; 480 H. P. station plant; Armstrong & Sims engines, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS**.—Pres. G. Bidell Moore, V. Pres. & Treas. Carl F. Drake, Sec. Gen. Man. Supt. & Pur. Agt. C. F. Yaeger, Treas. Benj. M. Hammond, Ch. Engr. Wm. Schneider.

**DIRECTORS**.—B. M. Hammond, C. E. Drake, E. S. Harris, C. F. Yaeger.

**GENERAL OFFICE**, Convent and Farragut Sts.

Date of information, Jan., 1903.

## LONGVIEW.

Population in 1880, 1,525, in 1890, 2,034, in 1900, 5,695.

**Longview & Junction Street Railway.**

**CAPITAL STOCK**, authorized, \$5,000, issued, \$4,500; par value, \$25 per share.

**FUNDED DEBT**.—None.

**PLANT AND EQUIPMENT**.—Miles of track (horse), 5; gauge, 4 ft. 8 in.; 16 lb. rail; 6 horses, 2 cars.

**OFFICERS**.—Pres. & Gen. Man. C. A. Foster, Sec. Treas. & Pur. Agt. J. W. Yates.

Date of information, Jan., 1903.

Please note date of information at end of each report.



**PARIS.**

Population in 1880, 3,980, in 1890, 8,258, in 1900, 15,000.

**Paris Transit Co.**—Municipal and state charters granted Jan. 1, 1902. This company was organized by the syndicate which, in Sept., 1900, purchased the property of the Paris Ry. Co. with the purpose of converting its motive power to electricity and making other necessary improvements.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized and issued, \$100,000; denom. \$500; dated July 1, 1902, due 1932; int. payable at office of Colonial Trust Co. of St. Louis, Mo., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars; St. Louis Corliss engines, Gen. Elec. dynamos and motors, 300 H. P. station plant, American cars.

**OFFICERS.**—Pres. Thos. W. Crouch, Sec. H. L. Baker, Treas. & Man. John A. Porter.

**GENERAL OFFICE**, 210 Wall St., Paris, Tex.

Date of information, Jan., 1903. z

**SAN ANTONIO.**

Population in 1880, 20,550, in 1890, 37,513, in 1900, 53,321.

**San Antonio Traction Co.**—Chartered Apr., 1900. Franchises granted June, 1900, for 40 years, as the successor by purchase at receiver's sale in Apr., 1900, to the San Antonio Street Ry. Co. and the San Antonio Edison Co. The company also controls the West Side Electric Street Ry. Co. This company and the San Antonio Gas & Electric Co. are controlled by the Southern Light & Traction Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 45; gauge, 4 ft.; 40 lb. to 56 lb. T rail and 74 lb. girder rail; 79 motor cars and 14 trail cars; Sioux City, Corliss, 750 H. P. engines, Gen. Elec. dynamos and motors, St. Louis cars, Bemis and Dupont trucks.

**OFFICERS.**—Pres. Reagan Houston, Sec. Clarence J. Thomas, Gen. Man. E. W. Batchelder, Gen. Supt. J. J. King, Supt. T. C. Brown.

**DIRECTORS.**—R. J. Boyle, J. R. Davis, A. W. Houston, Reagan Houston, San Antonio, Tex.; Emerson McMillin, New York City.

**GENERAL OFFICE**, 405 E. Houston St.

**REFERENCE.**—Receivership ended, Vol. XVI, Apr. 21, '00, p. 402.

Date of information, Jan., 1903. z

**Southern Light & Traction Co.**—This company owns all the securities of the San Antonio Traction Co. and the San Antonio Gas & Electric Co., comprising all the street railway, light and power interests of San Antonio.

**CAPITAL STOCK**, authorized, \$2,500,000, issued, \$1,762,500; par value, \$100 per share.

**FUNDED DEBT.**—Collateral trust 5 p. c. gold bonds, authorized, \$2,500,000, issued, \$1,900,000; dated Sept. 1, 1899, due 1949; denom. \$1000; coupon, but may be registered; no sinking fund provided; int. payable May and Sept., at office of Continental Trust Co., of New York, trustee of mortgage.

**OFFICERS.**—Pres. Emerson McMillin, Sec. W. F. Douthirt (40 Wall St., New York), Treas. C. T. Scoville.

**GENERAL OFFICE**, 243 Washington St., Jersey City, N. J.

Date of information, Jan., 1902. z

**West Side Electric Street Railway Co.**—Charter and franchises granted 1887 for 50 years. Annual meeting in June. In July, 1901, the San Antonio Traction Co. secured control of this road.

**CAPITAL STOCK**, authorized and issued, \$75,000; par value, \$50 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$30,000, held in escrow, \$30,000; dated Jan. 1, 1900, due 1920; denom. \$500; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage, or at company's office in San Antonio.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.6; gauge, 4 ft.; 30 lb. T rail; 5 motor cars and 1 trail car; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

**OFFICERS.**—Pres. & Treas. D. D. Willis, V. Pres. & Sec. George R. Hines, Supt. Pur. Agt. & Elec. M. J. Spangle.

**DIRECTORS.**—D. D. Willis, J. B. Willis, George R. Hines.

**GENERAL OFFICE**, West End, San Antonio, Tex.

Date of information, Jan., 1903. z

**SHERMAN.**

Population in 1880, 6,093, in 1890, 7,335, in 1901 (local estimate), 14,000. Population of Denison, 1901 (local estimate), 15,000.

**Denison & Sherman Railway Co.**—Chartered Aug. 27, 1900, for 50 years. Franchises in Sherman and Denison granted in May, 1900, for 50 years. Annual meeting first Tuesday in Feb. This company is a consolidation of the Denison Street & Electric R. R. Co.,

the Sherman City Street R. R. Co., and the College Hills & Park Line Co.

**CAPITAL STOCK**, authorized and issued, \$100,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$500,000, issued, \$300,000; dated Jan. 1, 1901, due Dec. 31, 1931; denom. \$1,000; coupon, but may be registered; subject to call on three months' notice at 105 after 1911; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of Chicago, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15, local, 5, interurban, 10; gauge, 4 ft. 8½ in.; 70 lb. T rail; 9 motor cars, 11 trail cars, 1 dummy; 700 H. P. station plant; Allis engines, West. generators and motors, Jewett, Laclede and Brownell cars, Peckham trucks.

**OFFICERS.**—Pres. & Treas. J. P. Crerar, V. Pres. John Crerar, Sec. & Gen. Man. Frederick H. Fitch, Supt. Henry T. Morrison, Ch. Engr. Oscar Knowles, Mast Mech. J. S. Grimes.

**DIRECTORS.**—J. P. Crerar, Fred'k H. Fitch, A. G. Moseley, G. L. Blackford, C. S. Cobb, Denison; Thomas Randolph, J. W. Blake, Sherman; John Crerar, John E. Owens, Chicago, Ill.

**GENERAL OFFICE**, Denison, Texas.

**POWER STATION**, Woodlohe midway on line between Denison & Sherman.

Date of information, Jan., 1902. z

**WACO.**

Population in 1880, 7,295, in 1890, 14,445, in 1900, 20,686.

**Citizens' Railway Co.**—On May 7, 1895, this company bought the street railway plant of the Waco Electric Ry. & Light Co. at foreclosure sale.

**CAPITAL STOCK**, authorized and issued, \$350,000.

**FUNDED DEBT.**—First mortgage 6 p. c. bonds, authorized and issued, \$350,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of St. Louis Trust Co., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.9; gauge, 4 ft. 8½ in.; 30 lb. 40 lb. and 45 lb. girder and T rail; 18 motor cars; Hamilton engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. Treas. Gen. Man. & Pur. Agt. H. C. Scott, Sec. T. H. Stuart, Supt. W. S. Rathell, Elecn. & Ch. Engr. of Power Station R. W. Marquis.

**GENERAL OFFICE**, 124-128 North 4th St.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903. z

**WAXAHACHIE.**

Population in 1880, 1,354, in 1890, 3,076, in 1900, 4,215.

**Waxahachie Street Railway Co.**—Chartered Sept., 1887. Annual meeting first Tuesday in Sept. This road is operated jointly with the Lake Park Ry.

**CAPITAL STOCK**, authorized, \$20,000.

**FUNDED DEBT**, \$10,000.

**PLANT AND EQUIPMENT.**—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 32 horses, 8 horse cars.

**OFFICERS.**—Pres. T. A. Ferris, V. Pres. M. B. Templeton, Sec. Treas. Gen. Man. & Pur. Agt. W. E. Coleman.

**REFERENCE.**—Park, Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Feb., 1901. d

**UTAH.****OGDEN.**

Population in 1880, 6,069, in 1890, 14,889, in 1895, 15,828, in 1900, 17,530.

**Ogden Rapid Transit Co.**—Chartered May, 1900, for 25 years as a reorganization of the Ogden Electric Ry. Co.

**CAPITAL STOCK**, authorized and issued, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 30 lb. and 60 lb. steel T rail; 10 motor cars and 4 trail cars; 1 dummy engine; Fraser & Chalmers engines, Edison generators, Gen. Elec. and West. motors, Barney & Smith cars.

**OFFICERS.**—Pres. Thomas D. Dee, V. Pres. H. H. Spencer, Sec. Geo. H. Matson, Treas. C. H. Kircher, Supt. N. C. Flygare, Ch. Engr. E. B. Skinner, Elecn. R. R. Dorland.

**DIRECTORS.**—David Eccles, Thomas D. Dee, H. H. Spencer, N. C. Flygare, E. M. Allison, Jr., W. J. F. Volker, C. Kircher.

**GENERAL OFFICE**, 2382 Washington Ave., Ogden, Utah.

**REFERENCES.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 190.

Date of information, Mar., 1903. z

Please note date of information [at end of each report.

**SALT LAKE CITY.**

Population in 1880, 20,768, in 1890, 44,843, in 1900, 53,531.

**Consolidated Railway & Power Co.**—This company was incorporated in 1901 to take over and consolidate the Salt Lake City R. R. Co., the Salt Lake Rapid Transit Co., the Popperton Place & Fort Douglas Rapid Transit Co. and the East Bench Street Ry. Co.

**Capital Stock**, authorized, \$4,000,000, issued, \$3,000,000; par value, \$100 per share.

**Funded Debt.**—Salt Lake City R. R. Co.'s first mortgage gold bonds, authorized, \$1,500,000, issued, \$840,000; coupon, but may be registered; denom. \$1,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July; Guarantee Trust Co., trustee of mortgage.

Salt Lake Rapid Transit Co.'s first mortgage 6 p. c. bonds, authorized, \$500,000, issued, \$423,000; dated Feb., 1890, due July 1, 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

**Note.**—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding \$20,000 per mile of completed track. After the total mortgage indebtedness reaches \$1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

**Plant and Equipment.**—Miles of track (electric), 76; gauge, 4 ft. 8½ in.

**Officers.**—Pres. C. L. Rood, V. Pres. Supt. & Pur. Agt. W. P. Read, Sec. & Treas. Joseph S. Wells, Mast. Mech. W. S. Patterson.

**References.**—Collateral bonds, Vol. XVII, Mar. 2, '01, p. 279; description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1903.

**Salt Lake & Utah Valley Railway Co.**—This company is the successor to the West Side Ry. Co. Annual meeting first Monday in May.

**Capital Stock**, \$300,000.

**Funded Debt.**—None.

**Plant and Equipment.**—Miles of track, (electric), 12; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors.

**Officers.**—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec. & Treas. A. M. Wrench, Gen. Man. J. J. Nunn.

**General Office**, Provo., Utah.

Date of information, Mar., 1903.

**VERMONT.****BARRE.**

Population in 1880, 1,025, in 1890, 4,146, in 1900, 8,448.

**Barre & Montpelier Traction & Power Co.**—Chartered 1896, in perpetuity. Municipal franchise granted 1897 for 30 years. Annual meeting in October. This company began operation in June, 1898.

**CAPITAL STOCK**, authorized, \$150,000, issued, \$120,000.

**FUNDED DEBT.**—Debenture 5 p. c. gold bonds, \$100,000; dated Dec. 1, 1897, due 1917; denom. \$500; trustee of mortgage, American Loan & Trust Co., of Boston.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9.2; gauge, 4 ft. 8½ in.; 12 cars.

**OFFICERS.**—Pres. J. J. Flynn, V. Pres. & Sec. H. K. Bush, Treas. A. O. Humphrey, Supt. F. H. Andrus.

**DIRECTORS.**—F. C. Kennedy, A. O. Humphrey, J. J. Flynn, H. K. Bush, D. M. Miles, R. A. Hoar, T. J. Deavitt.

**GENERAL OFFICE**, Barre, Vt.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01 p. 188.

Date of information, Apr., 1903.

**BELLOWS FALLS.**

Population in 1900, 4,337.

**Bellows Falls & Saxton's River Electric Railroad Co.**—This company has constructed by contract an electric railway from Bellows Falls to Saxton's River.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; water power with auxiliary steam plant.

**OFFICERS.**—Pres. D. A. Blakeslee, New Haven, Conn.; V. Pres. & Gen. Man. J. H. Holton, Bellows Falls, Vt.; Sec. Geo. Weston, Treas. S. C. Morehouse, New Haven, Conn.

**GENERAL OFFICE**, Bellows Falls, Vt.

Date of information, Mar., 1903.

**BRATTLEBORO.**

Population in 1880, 5,880, in 1890, 6,862, in 1900, 6,640.

**Brattleboro Street Railroad Co.**—Chartered 1888, in perpetuity. Municipal franchise granted 1895, in perpetuity. Annual meeting second Monday in Aug.

**CAPITAL STOCK**, authorized \$75,000, issued, \$55,500.

**FUNDED DEBT**, issued, \$25,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 8 motor cars; 400 H. P. station plant, West. dynamos and motors, Wason and Jackson & Sharp cars.

**OFFICERS.**—Pres. H. E. Bond, V. Pres. & Sec. A. E. Thurber, Treas. C. L. Stickney, Supt. C. K. Jones, Ch. Engr. C. Leitzinger, Mast. Mech. & Elecn. Arthur Tripp.

**DIRECTORS.**—H. E. Bond, A. E. Thurber, W. E. Banks, C. Hollander, H. S. Sherwin.

**GENERAL OFFICE**, Pine St., Brattleboro, Vt.

Date of information, Jan., 1903.

**BURLINGTON.**

Population in 1880, 11,365, in 1890, 14,590, in 1900, 18,600.

**Burlington Traction Co.**—Chartered in 1896, as the successor to the Winooski & Burlington Horse R. R. Co. Annual meeting in July.

**CAPITAL STOCK**, authorized and issued, \$200,000, par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 6 p. c. gold bonds, authorized, \$150,000, issued, \$125,000; dated Jan. 1, 1894, due 1924; denom. \$500 and \$1,000; int. payable Jan. and July, at office of Burlington Trust Co., trustee of mortgage.

| OPERATION.—Year ending June 30,   | 1898.    | 1899.    | 1900.    | 1901.    |
|-----------------------------------|----------|----------|----------|----------|
| Total receipts .....              | \$49,369 | \$51,949 | \$57,435 | \$57,963 |
| Operating expenses inc. taxes.... | 33,829   | 35,168   | 40,435   | *26,007  |
| Earnings from operation .....     | 15,540   | 16,781   | 17,000   | 31,956   |
| Deductions from earnings.         |          |          |          |          |
| Interest.....                     | 7,500    | 7,500    | 7,500    | 7,500    |
| Taxes.....                        |          |          |          | 1,030    |
| Net income.....                   | 8,040    | 9,281    | 9,500    | 23,426   |
| Dividends.....                    |          | 7,750    | 8,000    | 8,000    |
| To surplus account.....           |          | 1,631    | 1,500    | 15,426   |

In 1901, \$9,000 was expended for new construction.

\*Excluding taxes.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, Gilbert and Jones cars.

**OFFICERS.**—Pres. Elias Lyman, V. Pres. John J. Flynn, Sec. B. H. Eagan, Treas. & Gen. Man. W. F. Hendee, Supt. & Pur. Agt. T. B. Jones, Elecn. Richard Whalen, Ch. Engr. C. D. Nash.

**DIRECTORS.**—Elias Lyman, W. F. Hendee, C. W. Brownell, A. E. Richardson, A. O. Humphrey, John J. Flynn, L. H. Turk.

**GENERAL OFFICE**, Cor. Church and Main Sts., Burlington, Vt.

Date of information, Mar., 1903.

**Military Post Street Railroad Co.**

**CAPITAL STOCK**, \$85,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

**OFFICERS.**—Pres. & Man. W. F. Hendee, V. Pres. A. O. Humphrey, Sec. C. W. Brownell, Treas. J. J. Flynn, Supt. & Pur. Agt. T. B. Jones, Elecn. & Ch. Engr. of Power Station Richard Whalen.

**GENERAL OFFICE**, Cor. Church and Main Sts., Burlington, Vt.

Date of information, Mar., 1903.

**Burlington, Hinesburgh & Suburban Street Railroad Co.**—Chartered in 1890 in perpetuity. This road will be completed in July, 1903.

**CAPITAL STOCK**, authorized and issued, \$200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. registered gold bonds, authorized, \$400,000, issued, \$250,000; dated July 1896, due 1926; denom. \$500; int. payable Jan. and July.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars; 2-200 k. w. Gen. Elec. generators.

**OFFICERS.**—Pres. H. D. Clark, V. Pres. Gen. Man. & Pur. Agt. Robert Avery, Sec. H. D. Clark, Jr., Treas. C. W. Brownell.

**GENERAL OFFICE**, 174 Main St., Burlington, Vt.

**NEW YORK OFFICE**, 309 Broadway.

Date of information Mar., 1903.

**RUTLAND.**

Population in 1880, 7,502, in 1890, 8,239, in 1900, 11,499.

**Rutland Street Railway Co.**—Chartered 1885. Annual meeting third Wednesday in July.

**CAPITAL STOCK.**—Common stock, authorized, \$1,000,000, issued, \$700,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. bonds, \$500,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 10; gauge, 4 ft. 8½ in.; 62 lb. T rail; 13 motor cars and 2 trail cars; West. motors, Brill and Stephenson cars; rent power.

**OFFICERS.**—Pres. Leroy W. Baldwin, V. Pres. P. M. Mowrey, Sec. & Treas. Charles H. West, Gen. Man. & Pur. Agt. David Fox, Jr., Supt. Guy L. Fairbrother.

**GENERAL OFFICE,** Rutland, Vt.

Date of information, Jan., 1903.

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**ST. ALBANS.**

Population in 1900, 6,239.

**St. Albans Street Railway.**—Chartered 1892 (with amendments in 1898 and 1900). This company controls the entire street railway system of St. Albans and Swanton and carries baggage, mail, freight and express.

**CAPITAL STOCK,** authorized and issued, \$200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$200,000, issued, \$150,000; coupon, but may be registered; dated Jan. 15, 1902, due 1922; denom. \$1,000; int. payable Jan. and July at office of the Massachusetts Loan & Trust Co., Boston, Mass., trustee of mortgage.

These bonds may be called for payment on any interest date at 107 and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars, 2 freight locomotives.

**OFFICERS.**—Pres. & Man. E. E. Carpenter, Worcester, Mass.; V. Pres. J. J. Flynn, Burlington, Vt.; Sec. F. C. Smith, Treas. H. F. Leland, Worcester, Mass.; Gen. Supt. H. F. Lincoln, St. Albans, Vt.

**DIRECTORS.**—E. E. Carpenter, H. F. Leland, C. A. Middlemas, Worcester, Mass.; J. J. Flynn, Burlington, Vt.; F. C. Smith, St. Albans, Vt.

**GENERAL OFFICE,** St. Albans, Vt.

Date of information, Apr., 1902.

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**ST. JOHNSBURY.**

Population in 1880, 3,360, in 1890, 3,857, in 1900 population served 14,000.

**St. Johnsbury Street Railroad Co.**—Chartered in 1896 for 5 years. A new charter was taken out in Nov., 1902, but nothing further has been done and the incorporators have not organized.

**GENERAL OFFICE,** St. Johnsbury, Vt.

Date of information, Mar., 1903.

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**SPRINGFIELD.**

Population in 1880, 1,586, in 1890, 2,512, in 1900, 3,432.

**Springfield Electric Railway Co.**—This road commenced operation Aug. 4, 1897, and carries passengers and freight. The company owns the stock of the Cheshire Bridge Co., and has leased for 99 years and operates the Springfield Electric Ry. of Charlestown, N. H., about 2.5 miles in length, on payment of an annual rental of one dollar.

**CAPITAL STOCK.**—Common stock, authorized, \$75,000, issued, \$64,500.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, \$100,000; dated Nov. 1, 1897, due 1917; int. payable at office of National Bank of Commonwealth of Boston, Mass.; trustee of mortgage, George C. Averill, Brattleboro, Vt.

| OPERATION.—Year ending June 30, | 1900.    | 1901.    | 1902.    |
|---------------------------------|----------|----------|----------|
| Receipts from passengers.....   | \$11,021 | \$11,679 | \$12,714 |
| "    "    freight.....          | 17,622   | 16,685   | 18,310   |
| "    "    other sources.....    | 5,515    | 5,593    | 6,041    |
| "    total.....                 | 34,158   | 33,957   | 37,065   |
| Operating expenses.....         | 14,387   | 14,252   | 15,791   |
| Earnings from operation.....    | 19,771   | 19,705   | 21,274   |
| Deduction from earnings.        |          |          |          |
| Interest on bonds.....          | 5,000    | 5,000    | 5,000    |
| "    "    floating debt.....    | 1,706    | 1,999    | 2,176    |
| Other deductions.....           | 8,764    | 9,094    | 10,197   |
| Net income.....                 | 4,301    | 3,612    | 3,901    |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 14 motor cars. 2-225 k. w. Gen. Elec. generators, West. motors, Wason and J. & S. cars, Wason trucks.

**OFFICERS.**—Pres. & Gen. Man. Edward C. Crosby, V. Pres. & Treas. M. A. Coolidge, Sec. & Supt. A. J. Crosby, Elec. J. F. Hoyt.

**DIRECTORS.**—Edward C. Crosby, C. W. Weyman, Brattleboro, Vt.; F. S. Coolidge, M. A. Coolidge, Fitchburg, Mass.; W. W. Brown, Springfield, Vt.

**GENERAL OFFICE,** Springfield, Vt.

Date of information, Mar., 1903.

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**STOWE.**

Population in 1900, 500.

**Mt. Mansfield Electric Railroad Co.**—Chartered Feb., 1894, to construct an electric railway to carry passengers and freight between Waterbury and Stowe, a distance of 10 miles. This company commenced operation in Feb., 1898.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; Mcl. & S. engines, Crocker-Wheeler dynamos, West. motors, Wason cars, Peckham trucks.

**OFFICERS.**—Pres. A. H. Soden, V. Pres. P. D. Pike, Clerk, L. C. Moody, Treas. & Supt. W. B. Macutchan, Gen. Man. F. J. Shepard, Ch. Engr. F. C. Holden.

**DIRECTORS.**—A. H. Soden, Charles E. Bibber, Boston, Mass.; G. E. Moody, Waterbury, Vt.; F. J. Shepard, G. K. Bartlett, Derry N. H.; P. D. Pike, C. L. McMahon, Stowe, Vt.

**GENERAL OFFICE.**—Stowe, Vt.

Date of information, Jan., 1903.

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**VIRGINIA.****BERKLEY.**

Population in 1890, 3,899, in 1900 (local estimate), 5,800.

**The Berkley Street Railway Co.**—Chartered Feb., 1888, in perpetuity. Annual meeting third Monday in Jan. This road is a part of the Norfolk, Portsmouth & Newport News Co.

**CAPITAL STOCK,** authorized, \$75,000, issued, \$21,250; par value \$50 per share.

**FUNDED DEBT,** \$15,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 56 lb. and 85 lb. T and girder rail; 17 cars; Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. R. Lancaster Williams, Richmond, Va.; Sec. Wallington Hardy, Treas. W. J. Kehle, Man. E. C. Hathaway, Supt. Geo. W. Hatch, Pur. Agt. Wm. M. Reay, Elec. Engr. H. R. Palmer, Ch. Engr. of Power Station, I. I. Chisholm, Mast. Mech. E. A. Longmire.

**PRESIDENT'S OFFICE,** 82 Plume St., Norfolk, Va.

Date of information, Mar., 1903.

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**BRISTOL.**

Population in 1900, 4,579.

**Bristol Belt Line Railway Co.**—See Bristol, Tenn.

**CHARLOTTESVILLE.**

Population in 1880, 2,676, in 1890, 5,591, in 1901 (local estimates), 10,000.

**Charlottesville City & Suburban Railway Co.**—Chartered 1894. This company is a reorganization of the Charlottesville City & Suburban Ry. Co., the Charlottesville Electric Light & Gas Co., the Virginia Ice Co. and the Jefferson Park Co. Municipal franchise 1894, for 50 years. Annual meeting second Wednesday in Sept. The new company operates a hotel, ice plant, park, and electric light plant.

**CAPITAL STOCK,** authorized and issued, \$70,000; par value, \$100 per share.

**FUNDED DEBT.**—First general mortgage 6 p. c. gold coupon bonds, authorized, \$150,000, issued, \$125,000; held in escrow to retire prior lien, \$25,000; dated Sept. 1, 1900, due 1920; denom. \$250 and \$100; int. payable Mar. and Sept., at People's National Bank of Charlottesville; trustees of mortgage, R. H. Wood, G. Perkins and C. J. Rixey.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors. Brill and L. & F. cars.

**OFFICERS.**—Pres. Channing M. Bolton, V. Pres. H. C. Marchant, Sec. & Treas. E. L. Carroll, Gen. Supt. & Ch. Engr. R. R. Case.

Date of information, Mar., 1903.

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**DANVILLE.**

Population in 1880, 7,526, in 1890, 10,305, in 1900, 16,520.

**Danville Railway & Electric Co.**—Organized in 1900, as the successor to the Danville Street Car Co. which was chartered June 23, 1886. Municipal franchise granted June 28, 1886. The new company has rebuilt the line throughout; new track, new power house and new cars. This road is controlled by the Norfolk, Portsmouth & Newport News Co.

**CAPITAL STOCK,** authorized, \$300,000, issued, \$100,000; par value, \$100 per share.

Please note date of information at end of each report.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, 400,000, issued, \$225,000; dated July 1, 1900, due 1940; denom. \$1,000; int. payable Jan. and July, at office of Guardian Trust Co., of Baltimore, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 85 lb. girder rail; 20 motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. W. J. Payne, V. Pres. J. F. Rison, Sec. & Treas. H. S. Lanier, Supt. N. W. Berkeley, Elecn. J. M. King.

**DIRECTORS.**—W. J. Payne, Richmond, Va.; John F. Rison, Jas. G. Penn, M. P. Jordan, J. D. Spencer, J. P. Swanson, John L. Penn, J. I. Pritchett, Danville, Va.

GENERAL OFFICE, 320 Craighead St., Danville, Va.

Date of information, Mar., 1903.

## LYNCHBURG.

Population in 1880, 15,959, in 1890, 19,709, in 1900, 18,891, in 1903 (local estimates), 28,000.

**Lynchburg Traction & Light Co.**—Chartered Dec. 17, 1901 in perpetuity. Municipal franchise granted July 6, 1901, for 33 years. This is a consolidation of the Lynchburg Electric Ry. & Light Co., the Lynchburg & Rivermont Street Ry. Co. and the Lynchburg Gas Co.

**CAPITAL STOCK.**—authorized \$1,000,000, issued \$750,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$750,000; in treasury, \$250,000; coupon, but may be registered; dated May, 1901; denom. \$1,000; int. payable May and Nov., at office of the Real Estate Trust Co., Philadelphia, Pa., trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 15.75; gauge, 4 ft. 8½ in.; 45 lb. to 107 lb. rail; 36 motor cars; 1400 H. P. station plant, 4000 H. P. water power plant; Ball & Wood and Buckeye engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Brill and Peckham trucks.

**OFFICERS.**—Pres., Gen. Man. & Pur. Agt. R. D. Apperson, V. Pres. Chas. R. Miller, Sec. & Treas. F. H. Shelton, Supt. D. C. Frost, Ch. Engr. A. J. Kohler, Ch. Elecn. A. N. Anderson.

**DIRECTORS.**—R. D. Apperson, R. M. Janney, F. H. Shelton, J. D. Horsley, Chas. M. Blockford, C. R. Miller, F. D. Lewis.

GENERAL OFFICE, Lynchburg, Va.

POWER STATION, Blackwater Creek and James River.

Date of information, Mar., 1903.

## NEWPORT NEWS.

Population in 1900, 19,635.

**Newport News & Old Point Railway & Electric Co.**—Chartered Mar. 1, 1898, in perpetuity. Municipal franchises granted Mar. 23, 1899, for 50 years. Annual meeting second Tuesday in Dec. Population of cities and towns served, 40,000. This road is controlled by the Norfolk, Portsmouth & Newport News Co.

**CAPITAL STOCK.**—Common stock, authorized \$2,000,000, issued, \$1,075,000; par value, \$100 per share; 5 p. c. cumulative preferred stock, authorized, \$2,000,000, issued, \$725,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$900,000; coupon, but may be registered; denom. \$1,000; dated Oct. 25, 1898, due Nov. 1, 1938; int. payable May and Nov., at office of Alex. Brown & Sons, of Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

General mortgage 5 p. c. gold coupon bonds, authorized, \$4,000,000, issued, \$1,500,000, in escrow, \$1,575,000, in treasury, \$925,000; dated Feb. 28, 1901, due Mar. 1, 1941; denom. \$1,000; int. payable Mar. and Sept., at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., Baltimore, Md.

**OPERATION.**—Year ending Oct. 31, 1901.

|                                                      |            |
|------------------------------------------------------|------------|
| Receipts from passengers .....                       | \$ 171,380 |
| " other sources .....                                | *108,454   |
| " total .....                                        | 279,834    |
| Operating expenses .....                             | 184,853    |
| Earnings from operation .....                        | 94,981     |
| Deductions from earnings .....                       | 50,854     |
| Net income .....                                     | 44,127     |
| Dividends .....                                      | 20,000     |
| Surplus .....                                        | 24,127     |
| Per cent. operating expenses to total receipts ..... | 66.7       |

\* Including income from investments and securities of other companies.

### STATISTICS OF TRAFFIC.

Year ending Oct. 31, 1901.

|                                       |           |
|---------------------------------------|-----------|
| Passengers carried .....              | 4,147,389 |
| Car miles run .....                   | 700,490   |
| Total receipts per car mile .....     | \$ .399   |
| Operating expenses per car mile ..... | .264      |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22.25; gauge, 4 ft. 8½ in.; 65 lb. T, to 92 lb. girder rail; 32 motor cars and 10 trail

cars; Frick and Green engines, 2000 H. P. station plant, Gen. Elec. dynamos and motors, Brill cars.

**OFFICERS.**—Pres. W. J. Payne, V. Pres. Geo. A. Schmeltz, Sec. D. C. Zollickoffer, Treas. H. L. Schmeltz, Audr. F. Von Schilling, Gen. Man. H. H. Carr, Supt. H. P. Barney, Hampton, Va.

**DIRECTORS.**—W. J. Payne, Samuel Regester, Richmond, Va.; L. P. Stearnes, G. A. Schmeltz, Newport News, Va.; F. W. Darling, John M. Willis, Hampton, Va.; John B. Kimberley, Fort Monroe, Va.; C. B. Orcutt, New York City.

GENERAL OFFICE, Hampton, Va.

Date of information, Feb., 1903.

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**Citizens' Railway, Light & Power Co.**—Incorporated May 1, 1900. This Company is a consolidation of the Peninsular Ry. Co., the Chesapeake & Hampton Roads Ry. Co., and the Peninsular Electric Light & Power Co. The capital stock of this company is controlled by the Newport News & Old Point Ry. & Electric Co.

**CAPITAL STOCK.**—authorized and issued, \$200,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$800,000; issued, \$675,000; in treasury for future improvements, \$125,000; dated May 1, 1900, due 1940; denom. \$1,000; coupon, but may be registered; int. payable May and Nov., at office of Alexander Brown & Sons, Baltimore, trustee of mortgage, Maryland Trust Co., of Baltimore.

The bonds of this company are guaranteed, principal and interest, by the Newport News & Old Point Ry. & Electric Co. Bonds are subject to call on 60 days notice at 110 and interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge 4 ft. 8½ in.; 65 lb. T rail; 6 motor cars.

GENERAL OFFICE, Hampton, Va.

Date of information, Feb., 1903.

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**Hampton Roads Railway & Electric Co.**—This company is building 32 miles of electric railway, 24 of which are in operation.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 32; gauge 4 ft. 8½ in.; 18 cars.

**OFFICERS.**—Pres. W. J. Nelms, Newport News; 1st V. Pres. Thos. W. Shelton, Norfolk; 2d V. Pres. R. I. A. Mason, Hampton; Sec. & Treas. Geo. N. Wise, Newport News, Supt. J. W. Smith.

POWER STATION, Hampton, Va.

Date of information Mar., 1903.

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## NORFOLK.

Population in 1880, 21,966, in 1890, 34,871, in 1900, 46,624; present population of city and suburbs and annexed district, (local estimates), 75,000.

**Norfolk Railway & Light Co.**—This company is a consolidation on Nov. 2, 1899, of the Norfolk Street R. R. Co., the Norfolk & Ocean View Ry. Co., the Virginia Electric Co. and the Berkley Light & Power Co., and owns a line of railway and steamers to Old Point Comfort. A majority of the stock of this company is owned by the Norfolk, Portsmouth & Newport News Co.

**Capital Stock.** \$1,650,000; par value, \$25 per share.

**Funded Debt.**—First consolidated mortgage 5 p. c. gold bonds' authorized, \$4,000,000, issued, \$2,400,000, held in escrow to retire prior liens, \$1,085,000, held in treasury for future improvements, \$515,000; dated Nov. 2, 1899, due 1949; denom. \$1,000; coupon, but may be registered; sinking fund of 1 p. c. of bonds outstanding at 110 begins Nov., 1909; int. payable May and Nov., at office of International Trust Co., of Baltimore, trustee of mortgage.

### PRIOR LIENS.

Norfolk Street R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$915,000; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Norfolk City R. R. Co.'s first mortgage 6 p. c. coupon bonds, authorized, \$400,000, issued, \$125,000; dated Jan. 2, 1888, due Jan. 1, 1913; denom. \$1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Virginia Electric Lighting Division coupon bonds, \$45,000; int. payable Apr. and Oct., at office of United States Mortgage & Trust Co., New York.

**Plant and Equipment.**—Miles of track (electric) 49; gauge, 5 ft. 2 in.; 60 lb. T and 80 lb. girder rail; 80 cars, of which 60 are motor cars and 20 trail cars; 2-850 K. W. generators, 2,200 H. P. station plants, Gen. Elec. motors, St. Louis, Jackson & Sharp cars.

**Officers.**—Pres. R. Lancaster Williams, Richmond, Va.; 1st V. Pres. & Gen. Man. E. C. Hathaway, 2nd V. Pres. Frank O. Briggs, Trenton, N. J.; Treas. W. H. Doyle, Sec. & Asst. Treas. H. McR. Bain, Supt. Ry. Div. & Supt. Ltg. Div. R. T. Gunn.

General Office, 84 Plume St., Norfolk, Va.

**Reference.**—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1903.

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For map of road see page 284.

Please note date of information at end of each report.

**Norfolk, & Atlantic Terminal Co.**—This company was organized to construct an electric railway from Sewell's Point, on Hampton roads, to the city of Norfolk, 8 miles. A double track line was placed in operation Sept. 8, 1900. This company also operates a steamboat line from Old Point Comfort and Newport News, with connections there to the Newport News & Old Point Ry. to the pier at Norfolk-on-the-Roads (formerly Sewell's Point), and connecting Newport News and Old Point Comfort directly with Norfolk. This road is controlled by the Norfolk, Portsmouth & Newport News Co.

**Capital Stock**, authorized and issued, \$500,000; par value, \$100 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated Mar. 1, 1899, due 1929; denom. \$1,000; int. payable at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

**Plant and Equipment.**—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; 2-225 K. W. generators, 600 H. P. station plant, West motors, American cars, McGuire trucks.

**Officers.**—Pres. R. Lancaster Williams, Richmond; V. Pres. Caldwell Hardy, Sec. & Treas. Wallington Hardy, Gen. Man. E. C. Hathaway, Supt. Geo. W. Hatch, Pur. Agt. W. M. Reay.

**General Office**, 82 Plume St., Norfolk, Va.

**Power Station**, Tanner's Creek, Norfolk Co., Va.

**Reference.**—Description of road, Vol. XVIII, Sept. 7, '01, p. 243 (ill.).

Date of information, July, 1902. d

**Norfolk Portsmouth & Newport News Co.**—This is a consolidation of the following street railway, lighting, heating and ice factory interests in Norfolk and vicinity. Newport News & Old Point Ry. & Electric Co., Citizens Ry., Light & Power Co., of Newport News; Portsmouth & Newport News Ry. Co., Norfolk & Atlantic Terminal Co., Danville Ry. & Electric Co., Newport News Gas Co., Distilled Ice Co., of Newport News, Norfolk Ry. & Light Co., City Gas Co., of Norfolk; National Gas Co. of Berkley, Berkley Street Ry. Co., Portsmouth Electric & Gas Co., of Norfolk. The companies embrace seven electric railway systems owning and operating 120 miles of trackage and occupying the principal streets of Norfolk, Portsmouth, Newport News, Hampton, Phoebus, Old Point, Berkley, Pinners Point, Lamberts Point, Point Norfolk, and South Norfolk, covering three cities and eight towns around Hampton Roads. There are also six ferry lines, five electric lighting plants, two ice plants and two gas companies, in addition. The consolidated company will own three seaside resorts, with hotels, bath houses and pavilions.

**CAPITAL STOCK**, authorized, \$10,000,000; issued, \$4,000,000.

**FUNDED DEBT.**—First and collateral mortgage 5 p. c. gold bonds authorized, \$4,000,000 issued, \$3,000,000; coupon but may be registered; dated June 1, 1902, due 1942; denom. \$1,000; int. payable July and Dec., at office of Alex. Brown & Sons, Baltimore and New York; North American Trust Co., New York, trustee of mortgage.

Income 5 p. c. non-cumulative gold bonds, authorized and issued, \$2,000,000; coupon but may be registered; dated Jan. 1, 1902, due 1942; int. payable Feb. and Aug. at office of Alex. Brown & Sons, Baltimore and New York.

Norfolk, Portsmouth & Newport News Ry. Co.'s, first consolidated mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued \$200,000; held to retire prior liens, \$50,000; dated Mar. 10, 1900, due 1950; denom. \$1,000; coupon, but may be registered, subject to call at 110; sinking fund of \$10,000 per annum begins at once; int. payable Mar. and Sept., at office of the Fidelity & Deposit Co., of Baltimore, Md., trustee of mortgage.

**Note.**—\$1,000,000 of the first and collateral bonds are reserved for extensions and improvements. These bonds are subject to call at 107 and interest on any interest date upon sixty days' notice. The income bonds are convertible into stock at par until May 1, 1912, and may be redeemed at par and interest on any interest date upon sixty days' notice. Interest is non-cumulative and payable only if earned.

**Plant and Equipment.**—Miles of track (electric), 120; 150 cars.

**Officers.**—Pres. R. Lancaster Williams, Richmond, Va.; 1st V. Pres. W. J. Payne, 2d V. Pres. Caldwell Hardy, Sec. & Treas. Wallington Hardy, Aud. W. J. Kehl, Gen. Man. E. C. Hathaway, Gen. Supt. Norfolk Div., R. T. Gunn; Gen. Supt. Portsmouth, T. Fitzgerald, Jr.; Gen. Supt. Hampton & Newport News Div., H. H. Carr; Supt. of Ferries L. H. Davis, Ch. Elecn. T. B. Ogle, Supt. Geo. W. Hatch, Gen. Pur. Agt. W. M. Reay.

**General Office**, 82 Plume St., Norfolk, Va.

**Power Stations**, Norfolk and Berkley, Va.

Date of information, Mar., 1903. x

**Bay Shore Terminal Co.**—This company commenced operation Apr. 1, 1903.

**Plant and Equipment.**—Miles of track (electric), 12; 9 motor cars, 4 trail cars.

**Officers.**—Pres. H. L. Page, V. Pres. H. L. Smith, Sec. & Gen. Man. J. A. C. Groner, Audr. Alex. Hart, Supt. of Constr. L. C. Johnson, Ch. Engr. Chas. B. Breese.

**General Office**, Norfolk, Va.

**Power Station**, Church St., East Norfolk.

Date of information, Apr., 1903. z

**Chesapeake Transit Co.**—This road connects Norfolk, Cape Henry and Virginia Beach.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 25, gauge, 4 ft. 8½ in.; 20 cars.

**OFFICERS.**—Pres. J. E. Cole, V. Pres. & Gen. Man. W. H. Robinson, Sec. Adam Treadwell, Treas. H. Kerr, Aud. D. W. Hakes, Supt. Pur. Agt. & Elec. Engr. Geo. H. Lewis, Ch. Engr. E. W. Bray, Mast. Mech. Thos. Ogle.

**GENERAL OFFICE**, Norfolk, Va.

**POWER STATION**, Lynnhaven Inlet.

Date of information, Mar., 1903. z

## PORTSMOUTH CITY.

Population of Portsmouth City in 1880, 11,390, in 1890, 12,268, in 1900, 17,427; total city and county population served in 1900, 38,820.

**Old Dominion Railway Co.**—This company was organized Feb. 28, 1901, as the consolidation of the Portsmouth Street Ry. Co., the River Front R. R. Co., the Norfolk County Ry. Co., and the Virginia Equipment Co., and operates in Portsmouth City and Norfolk County, the lines running from Portsmouth to Park View to Scottsville and Port Norfolk to Brighton and Piedmont, to U. S. Navy Yard, and to U. S. Arsenal and Gilmerton; the Gilmerton division having additional steam service. This road is controlled by the Norfolk, Portsmouth & Newport News Co.

**CAPITAL STOCK**, authorized, \$2,000,000, issued, \$535,000; par value, \$50 per share.

**FUNDED DEBT.**—Consolidated 5 p. c. bonds to be used in retiring the following prior liens amounting to \$542,000.

### PRIOR LIENS.

Portsmouth St. Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, \$142,000; dated Apr. 14, 1898, due Jan., 1918.

Second mortgage 6 p. c. gold bonds, outstanding, \$100,000; dated Apr. 19, 1898, due Jan., 1918; United Security Life Insurance & Trust Co., of Philadelphia, Pa., trustee of first and second mortgages.

Improvement and extension 6 p. c. gold bonds, outstanding, \$100,000; dated Mar. 22, 1900, due July, 1920; Colonial Trust Co., of Philadelphia, Pa., trustee.

River Front Railroad Co.'s first mortgage 5 p. c. gold bonds, outstanding, \$200,000; dated May 24, 1900, due July, 1930; principal and interest guaranteed, Colonial Trust Co., of Philadelphia, Pa., trustee.

The Old Dominion Ry. Co. has also outstanding its bond dated April 10, 1901, for \$10,000, secured by first mortgage on its Glasgow road extension (partly constructed) and its bond dated June 1, 1901, for \$10,000, secured by first mortgage on part of right of way of the Gilmerton division (not included in River Front R. R. first mortgage). Total mortgage debt on all properties, \$562,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 56 lb. T and 70 lb. girder rail; 15 motor cars, 4 trail cars and 4 flat cars; West. dynamos and motors; duplicate power station; Jackson & Sharp cars.

**OFFICERS.**—Pres. R. Lancaster, V. Pres. L. R. Watts, Sec. & Treas. Wallington Hardy, Gen. Man. E. C. Hathaway.

**GENERAL OFFICE**, Portsmouth, Va.

**PHILADELPHIA OFFICE**, 119 South 4th St.

Date of information, Feb., 1903. x

## RADFORD.

Population in 1900, 2,500, in 1903, (local estimates), 4,000.

**Radford Water Power Co.**—Chartered Feb. 13, 1901, for 20 years. Municipal franchise extended in 1901, for 20 years. Annual meeting second Tuesday in July. This company has purchased and consolidated the properties of the Radford Street Ry. Co., the Radford Electric Light & Power Co. and the Radford City Water Works Co.

**CAPITAL STOCK**, \$110,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric) 2.7; gauge, 4 ft. 8½ in.; 56 lb. T. rail; 3 motor cars; 160 H. P. station plant; S. Morgan Smith Co.'s water wheels, West. dynamos, West and Gen. Elec. motors, Brill & Stephenson cars, Brill trucks.

**OFFICERS.**—Pres. Geo. W. Miles, Sec. & Treas. J. A. Baird, Gen. Man., Supt. & Elecn. T. L. Pickle.

**DIRECTORS.**—Geo. W. Miles, T. L. Pickle, W. H. Galway, J. H. Carper, Haynes L. Morgan.

**GENERAL OFFICE**, Radford, Va.

**POWER STATION**, on Little River.

Date of information, Mar., 1903. z

Please note date of information at end of each report.

**RICHMOND.**

Population in 1880, 63,600, in 1890, 81,388, in 1900, 85,050, and including the city of Manchester and other suburbs, 125,000.

**Virginia Passenger & Power Co.**—Organized in 1901 under special perpetual charter from the State of Virginia, with broad powers to acquire and operate railways and other properties and to own stocks and other securities of other corporations or to consolidate with other corporations, in accordance with which it has secured by mortgage, consolidation, and purchase the following properties. In Jan., 1903, Frank J. Gould and associates purchased a controlling interest.

Richmond Passenger & Power Co., operating 25 miles of railway in Richmond; also an electric lighting and power plant.

Richmond Traction Co., with 19 miles of track in Richmond and suburbs; also an electric lighting and power plant.

Southside Ry. & Development Co., operating 14 miles of railway in Petersburg and suburbs, also furnishing all the electric lights and power in the city.

Virginia Electric Ry. & Development Co., owning the water rights on the James River at Richmond and Manchester, where water power of 1500 H. P. is being developed, which will supply power for the street railways and for manufacturing purposes.

Upper Appomatax Navigation Co., owning water rights, lands and navigation canal for 50 miles on the Appomatox River above Petersburg and is engaged in the development of 20,000 H. P. from fall of water in that river.

Mechanicsville Turnpike Co., operating a toll road running from the city of Richmond into the county of Henrico, 5½ miles. Yields a dividend on capital stock.

Brook Turnpike Co., operating a toll road running from city of Richmond into the county of Henrico, 6 miles through a thickly settled district. Yields a dividend on capital stock.

Richmond & Petersburg Electric Ry., operating an interurban line of 22 miles, connecting the three cities of Richmond, Manchester and Petersburg.

The Virginia Passenger & Power Co., also owns and operates 38 miles of railway in the suburbs of Richmond and in Manchester and suburbs in addition to the systems above enumerated.

**Capital Stock.**—Common, authorized and issued, \$10,000,000; preferred, 6 p. c. non-cumulative, authorized, \$5,000,000; issued, \$4,000,000.

**Funded Debt.**—First consolidated mortgage 5 p. c. gold bonds, authorized, \$15,000,000, issued, 7,180,000; coupon, but may be registered; dated July 1, 1902, due 1952; denom. \$1,000; int. payable Jan. and July, at office of Merchants' Trust Co., New York, trustee of mortgage.

**Note.**—\$7,150,000 of the consolidated mortgage bonds are reserved to take up the underlying bonds of the various companies. These bonds may be called for payment on any interest date at 110 and interest upon three months' notice.

Richmond Passenger & Power Co.'s, first consolidated mortgage 5 p. c. gold bonds, authorized and issued, \$3,000,000 (see note); coupon, but may be registered; dated 1900, due Jan. 1, 1925; denom. \$1,000; int. payable Jan. and July, at office of Merchants Trust Co., of New York, trustee of mortgage.

Debenture 5 p. c. bonds, authorized, \$1,000,000, issued, Feb., 1901, \$100,000; dated 1900, due July 1, 1910; subject to call at any time at 102 and interest; int. payable Jan. and July, at office of Atlantic Trust Co., of New York, trustee of mortgage.

**Note.**—\$800,000 of preferred stock and \$900,000 of debenture bonds are held in treasury for improvement purposes.

Holders of the Richmond Ry. & Electric Co.'s bonds for \$2,000,000 and those of the other smaller subsidiary companies were offered bond for bond in exchange for Passenger & Power Co.'s bonds, and in Feb., 1901, over 95 p. c. of the old bonds had been exchanged. The mortgages upon two of the smaller constituent companies have been cancelled, and the bonds of the Richmond & Manchester Ry. Co. (\$400,000) have been called for payment.

Richmond & Petersburg Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$500,000, in treasury, \$500,000 (see note); dated Oct. 1, 1901, due 1931; denom. \$1,000; int. payable Apr. and Oct., at office of the Savings and Trust Co., Cleveland, Ohio, trustee of mortgage.

**Note.**—Treasury bonds may be issued for betterments, extensions and power house, and may be called for payment at two months notice at 105.

Richmond Traction Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, \$500,000; dated Nov. 1, 1895, due 1925; denom. \$1,000; subject to call at 105 after July 1, 1900; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

Southside Railway & Development Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; dated Mar., 1899, due 1949; denom. \$1,000; int. payable Mar. and Sept.

Virginia Electric Railway & Development Co.'s first mortgage bonds, authorized and issued, \$1,500,000; dated Jan. 1, 1899, due 1829.

Westhampton Park Railway Co.'s first mortgage 5 p. c. gold coupon bonds, \$150,000; dated Jan. 1, 1901, due 1931; denom. \$1,000,

int. payable Jan. and July; Richmond Trust & Safe Deposit Co., Richmond, Va., trustee of mortgage.

**Plant and Equipment.**—Miles of track (electric), 118.

**Officers.**—Pres. F. Sitterding, Richmond, Va.; 1st V. Pres. Frank Jay Gould, New York; 2nd V. Pres. A. Wright, Petersburg, Va.; Sec. & Treas. Guy Phillips, New York; Asst. Sec. & Asst. Treas. Wm. Northrop, Richmond, Va.

**General Office,** Richmond, Va.; New York Office, 195 Broadway. Date of information, Feb., 1903. z

**ROANOKE.**

Population in 1880, 669, in 1890, 16,159, in 1900, 21,500.

**Roanoke Railway & Electric Co.**—This company is a consolidation of the Roanoke Street Railway Co., chartered May 2, 1887, and the Roanoke Electric Light & Power Co.

**CAPITAL STOCK,** authorized and issued, \$200,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized and issued, \$300,000; coupon, but may be registered; dated Dec., 1899, due 1949; denom. \$1,000; int. payable June and Dec., at office of Mercantile Trust & Safe Deposit Co., of Baltimore, trustee of mortgage.

Second mortgage income 4 p. c. gold bonds, authorized and issued, \$190,000; dated Dec. 1, 1899, due 1949; denom. \$100 and \$500; int. payable at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage.

In Jan., 1901, income bonds received first payment of 3 p. c.; 4 p. c. paid Feb. 1, 1902, on income bonds for year ending Dec. 31 1901.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 18.9; gauge, 4 ft. 8½ in.; 50 and 56 lb. T rail; 10 closed and 9 open motor cars; A. & S. McIntosh & Seymour and Ball engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Gilbert, Jackson & Sharp and Brill cars.

**OFFICERS.**—Pres. R. D. Apperson, Lynchburg, Va.; V. Pres. Chas. R. Miller, Philadelphia, Pa.; Sec. & Treas. F. H. Shelton, Philadelphia, Pa.; Gen. Man. John W. Hancock, Roanoke, Va.

**DIRECTORS.**—R. D. Apperson, Chas. R. Miller, F. H. Shelton, J. D. Horsley, R. C. Blackford.

**GENERAL OFFICE,** Jefferson St. & Campbell Ave., Roanoke, Va. Date of information, Feb., 1903. z

**STAUNTON.**

Population in 1880, 6,664, in 1890, 6,975, in 1895, in 1900, 7,289.

**City Street Car Co.**

**CAPITAL STOCK,** authorized, \$50,000.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, \$20,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T and girder rail; 2 horses; 10 motor cars; Harrisburg and Ideal engines, Gen. Elec. dynamos and motors, St. Louis and Jackson & Sharp cars; Peckham trucks.

**OFFICERS.**—Pres. E. M. Funkhouser, Sec. & Treas. M. N. Bradley.

**GENERAL OFFICE,** 120 W. Main St., Staunton, Va.

**REFERENCE.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1903. z

**WASHINGTON.****ABERDEEN.**

Population in 1900, 3,747.

**Aberdeen-Hoquiam Electric Railway Co.**—This company is constructing 6 miles of electric railway.

**OFFICERS.**—Pres. Samuel Benn, V. Pres. Chas. R. Bell, Sec. & Man. H. D. Crawford, Treas. Chas. F. Veysey, Ch. Engr. R. S. Jackson.

Date of information, July, 1902. d

**CHELAN.**

**Chelan Transportation & Smelting Co.**—This road is now under construction. It will carry freight from mines on Lake Chelan to the Columbia River.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14.

**OFFICERS.**—Pres. Fred R. Thompson, V. Pres. G. A. Gordon See. & Treas. Thos. Maloney, Man. R. D. Johnson, Ch. Engr. R. H. White.

**GENERAL OFFICE,** Jamieson Bldg., Spokane, Wash. Date of information, Jan., 1902. d

Please note date of information at end of each report.



## EVERETT.

Population in 1900, 7,838, in 1902, 20,217.

**Everett Railway & Electric Co.**—Chartered Jan. 23, 1893, for 50 years. Annual meeting third Friday in May.

CAPITAL STOCK, authorized, \$200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$700,000, in treasury, \$300,000 (see Note); dated Apr. 1, 1901, due 1921; denom. \$1,000; int. payable Apr. and Oct., at office of Manhattan Trust Co., New York, trustee of mortgage.

NOTE.—Treasury bonds may be issued for 85 per cent. of improvements and extensions.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 2-750 H. P. engines, 3 B. & W. 260 H. P. boilers, 2-1,000 K. W. generators, Allis engines, West. dynamos and motors, Brill and St. Louis cars.

OFFICERS.—Pres. & Treas. J. T. McChesney, Sec. Edward C. Mony, Supt. R. P. Stevens.

DIRECTORS.—J. T. McChesney, F. H. Brownell, R. P. Stevens, L. S. Duryee, Edward C. Mony, Everett, Wash.

GENERAL OFFICE, Everett, Wash.

Date of information, Mar., 1903.

## FAIRHAVEN.

Population in 1900, 4,228; Whatcom, 6,834; Whatcom County, 24,116.

**Whatcom County Railway & Light Co.**—This company was formed to acquire the properties of the Northern Ry. and Improvement Co. and the Whatcom Fairhaven Gas Co. This company does the entire electric railway and gas business of Whatcom and Fairhaven and the entire electric lighting business of Fairhaven. Annual meeting third Tuesday in April. Franchises are of various durations averaging 37 years from Jan. 1, 1903.

CAPITAL STOCK.—Common, authorized and issued, \$750,000; preferred, authorized, \$300,000; issued, \$175,000; par value \$100 per share. Preferred stock is 6 p. c. non-cumulative; redeemable at 110; dividends payable Mar. and Sept.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$750,000, issued, \$450,000; dated Nov. 1, 1902, due 1932; int. payable May and Nov. at office of City Trust Co., Boston, Mass., trustee of mortgage.

NOTE.—Above bonds may be called as a whole on any interest day at 105 and interest. Mortgage provides for a sinking fund of 1 p. c. per annum of outstanding bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge 4 ft. 8½ in.; 16 motor cars.

OFFICERS.—Pres. J. H. Oakes, V. Pres. Preston Player, Sec. Henry R. Hayes, Treas. Henry B. Sawyer, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.; Man. F. E. Frothingham.

DIRECTORS.—John H. Oakes, Henry B. Sawyer, Henry R. Hayes, Preston Player, A. K. Todd, Gardner Rogers, John H. Hall-owell, N. H. Daniels, Jr., K. K. McLaren.

GENERAL OFFICE, Whatcom, Wash.

Date of information, Mar., 1903.

## NEW WHATCOM.

Population in 1890, 2,140, in 1900, 6,834.

**Bellingham Bay Electric Street Railway Co.**—The assets of this company have been purchased by Stone & Webster, Boston, Mass.

CAPITAL STOCK, \$200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. S. Z. Mitchell, 1st V. Pres. Edward Fischer, 2d V. Pres. T. W. Gillette, Sec. & Man. Norman Tucker, Treas. V. A. Roeder.

Date of information, Jan., 1903.

## OLYMPIA.

Population in 1880, 1,232, in 1890, 4,698.

**Olympia Light & Power Co.**

CAPITAL STOCK, authorized and issued, \$165,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Edison and West. generators and West. motors, Brill cars; water power.

OFFICERS.—Gen. Man. & Pur. Agt. L. B. Faulkner, Supt. & Elecn. H. C. Ranft, Ch. Engr. of Power Station F. M. Cooper.

GENERAL OFFICE, 523 Main St., Olympia, Wash.

Date of information, Mar., 1903.

## SEATTLE.

Population in 1880, 3,533, in 1890, 42,837, in 1900, 80,671, in 1903 (local estimates), 125,000.

**Seattle Electric Co.**—Franchise granted Mar., 1900, for 35 years. This company has been incorporated under the laws of the State of Washington, to own, lease, build and operate street railways and electric lighting and power plants, and has purchased the properties of the following companies:

Seattle Traction Co.  
James Street Construction Co.  
West Street & North End Electric Ry. Co.  
Madison Street Cable Ry. Co.  
First Avenue Cable Ry. Co.  
Third Street & Suburban Ry. Co.  
Union Trunk Line.  
Grant Street Electric Ry. Co.  
Consumers' Electric Co.  
Seattle Steam Heat & Power Co.  
Union Electric Co.  
Green Lake Street Ry. Co.  
North Seattle Cable Ry. Co.  
Seattle Ry. Co.  
Burke Block Lighting Plant.  
Seattle Central Ry. Co.  
Renton Coal Co.

CAPITAL STOCK.—Common stock, authorized and issued, \$5,000,000; par value, \$100 per share.

Preferred stock, authorized and issued, \$3,000,000, 6 p. c. non-cumulative, payable Apr. and Oct.

This company has voted to increase the preferred stock to \$5,000,000, and to offer stockholders \$1,600,000 of the new issue at par. Each stockholder is entitled to subscribe for one-fifth of a share of new preferred for every share, common or preferred, standing in his name May 1, 1903. Subscriptions will be payable May 22. The new preferred stock will be entitled to receive the semi-annual dividend commencing to accrue Apr. 1, 1903.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, \$5,000,000; dated Mar. 1, 1900, due 1930; int. payable Feb. and Aug. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

First mortgage provides for a sinking fund of 1 p. c. per annum, and bonds may be redeemed at any time at a price of 110

The bonds of the constituent companies have been cancelled and there remain no underlying liens to the first mortgage bonds of the new company, which operates about 85 miles of railway and, in addition, the properties of the lighting and power plants named.

OPERATION.—Year ending Dec. 31, 1902.

|                              |             |
|------------------------------|-------------|
| Total receipts.....          | \$1,878,101 |
| Operating expenses.....      | 1,323,378   |
| Earnings from operation..... | 554,723     |
| Fixed charges.....           | 267,112     |
| Net income.....              | 287,611     |

PLANT AND EQUIPMENT.—Miles of track, 85; electric, 71, cable, 14; gauge, 4 ft. 8½ in.; 45 to 70 lb. rail; 112 motor cars, 35 grip cars and 30 trail cars.

OFFICERS.—Pres. Jacob Furth, V. Pres. & Treas. H. B. Sawyer, Sec. Geo. Donworth, Asst. Sec. Henry R. Hays, Asst. Treas. F. Dabney, Gen. Man. Stone & Webster (Boston, Mass.), Man. H. F. Grant, Asst. Man. D. P. Robinson, Pur. Agt. W. J. Grambs, Gen. Supt. of Rys. A. L. Kempster, Gen. Supt. Light & Power, J. B. Lukes, Ch. Engr. J. D. Blackwell, Mast. Mech. G. W. Gabriel.

DIRECTORS.—M. H. Young, C. J. Smith, Maurice McMicken, of Seattle; E. S. Webster, C. A. Stone, W. C. Forbes, of Boston, Mass.; G. H. Tarbell, Jacob Furth, S. E. Furth.

GENERAL OFFICE, 5th Ave. and Pine St., Seattle.

REFERENCES.—Notes on system, Vol. XVII, Apr. 6, '01, p. 406 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Apr., 1903.

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**Seattle & Renton Railway Co.**—Chartered in Dec., 1896, in perpetuity. Municipal franchise granted, 1891, for 25 years. Annual meeting in Dec. This company has absorbed the Seattle & Rainier Beach Ry. Co., which owned municipal franchises, dated 1890, for 25 years.

CAPITAL STOCK, authorized and issued, \$100,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 per cent. gold coupon bonds, authorized, \$150,000, issued, \$99,000, in treasury, \$51,000 (see Note); dated June 1, 1899, due 1914; denom. \$1,000; int. payable June and Dec., at the office of the State Street Trust Co., of Boston, Mass., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements to 75 p. c. of actual cost, and may be called at 105 and accrued interest.



**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$2,000,000, issued, \$1,250,000; coupon, but may be registered; dated Feb. 1, 1901, due 1931; denom. \$1,000; int. payable Feb. and Aug. at office of City Trust Co., Boston, Mass., trustee of mortgage.

**NOTE.**—\$650,000 of the first mortgage bonds are reserved for future requirements. The mortgage provides for a sinking fund of 1 p. c. to commence Aug. 1, 1906, all of the sinking fund bonds to remain alive and bear interest. The entire issue of bonds may be called for payment at any time at 110 and accrued interest, and a sufficient amount may be called to satisfy sinking fund requirements.

**PLANT AND EQUIPMENT.**—Miles of track (third-rail electric), 37.

**OFFICERS.**—Pres. Jacob Furth, V. Pres. A. Stuart Pratt, Sec. Geo. Donworth, Asst. Sec. H. R. Hayes, Treas. H. B. Sawyer, Asst. Treas. F. Dabney, Man. Geo. B. Blanchard, Gen. Man. Stone & Webster, Boston, Mass.; Ch. Engr. H. D. Honford.

**DIRECTORS.**—Jacob Furth, F. K. Strune, C. J. Smith, George Donworth, M. H. Young, E. L. Knapp, Louis G. Knight.

**REFERENCE.**—Description of road (brief), Vol. XX, July 12, '02 p. 76 (map), description of road, Vol. XXI, May 2, 1902, p. 646 (ill.).

Date of information, May, 1903. x

## WALLA WALLA.

Population in 1900, 10,049.

**Walla Walla City Railway Co.**—This company has 6 miles of electric railway under construction.

**OFFICERS.**—Pres. & Gen. Man. Edwin S. Isaacs, V. Pres. Grant Copeland, Sec. John P. Isaacs.

Date of information, July, 1902. d

**Washington & Oregon Electric Railway, Light & Power Co.**—This company is building 90 miles of electric railway and will furnish power for lighting.

**OFFICERS.**—Pres. H. Mellman, Walla Walla; V. Pres. W. A. Bachrach, San Francisco, Cal.; Sec. Frank B. Romo, Walla Walla.

Date of information, Jan., 1903. d

## WEST VIRGINIA.

### CHARLESTON.

Population in 1880, 4,192, in 1890, 6,742, in 1895, 12,500 (increase due to addition to the city of new territory), in 1900, 17,000.

**Charleston Traction Co.**—This company is a reorganization of the Charleston Street Railway Co. This road is at present being rebuilt.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; T rail, 8 cars.

**OFFICER.**—Gen. Man. & Elec. F. W. Sweet.

**GENERAL OFFICE,** 215 Kanawha St. P. O. Box 607, Charleston, W. Va.

Date of information, Dec., 1902. d

### FAIRMONT.

Population Fairmont, Clarksburg, and intermediate towns, 50,000.

**Fairmont & Clarksburg Electric Railroad Co.**—This company operates between Fairmont and Clarksburg, with suburban extensions from Clarksburg to Adamston and Fairmont to Monongah and, has under construction, 18 miles of track to complete connections between Fairmont and Clarksburg. Company supplies electric lighting to Fairmont.

**OFFICERS.**—Pres. Henry Schmulbach, V. Pres. S. L. Watson, Gen. Counsel, John A. Howard, Treas. Louis J. Bayha, Sec. Jas. H. Lancaster, Supt. Smith Hood.

**DIRECTORS.**—Henry Schmulbach, John A. Howard, T. J. Park, Louis J. Bayha, S. L. Watson, E. Powell, J. H. Lancaster.

**GENERAL OFFICE.**—Board of Trade Bldg., Wheeling, W. Va.

Date of information, Mar., 1903. z

### Fairmont & Clarksburg Electric Railroad Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 21 cars.

**OFFICERS.**—Pres. Henry Schmulbach, Wheeling, W. Va.; V. Pres. S. L. Watson, Fairmont, W. Va.; Sec. J. H. Lancaster, Wheeling, W. Va.; Treas. L. J. Bayha, Wheeling, W. Va.; Supt. & Pur. Agt. Smith Hood, Fairmont, W. Va.; Ch. Engr. & Mast. Mech. W. McDaniel, Fairmont W. Va.

**GENERAL OFFICE** Wheeling, W. Va. Power Stations, Fairmont and Clarksburg.

Date of information, Mar., 1903. z

## HUNTINGTON.

Population in 1880, 3,174, in 1890, 10,108, in 1894, 15,000.

**Consolidated Light & Railway Co.**—Chartered July 10, 1892, for 40 years. Annual meeting second Friday in July. This is a consolidation of the Huntington Electric Light & Street Ry. Co. and the Huntington Belt Line. The company owns the gas works, and arc and incandescent lighting plant of Huntington. On Jan. 2, 1901, this company was consolidated into the Camden Inter-State Railway Co., through the Ohio Valley Electric Ry. Co.

Date of information, Mar., 1903. z

**Camden Inter-State Railway Co.**—On Jan. 2, 1901, this name was taken for the properties previously known as the Ohio Valley Electric Ry. Co., of Ashland Ky., and its constituents were acquired by purchase. The road, with its connections, now extends from Guyandotte, W. Va., through Huntington, Central City, Kellogg, Ceredo, Kenova, W. Va., to Catlettsburg and Ashland, Ky., and by transfer across the Ohio River to Coal Grove and Ironton, O. The company supplies electric light to the cities of Huntington, W. Va., Ashland, Ky., and Ironton, O.

**CAPITAL STOCK,** authorized, \$2,000,000, issued, \$1,000,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$1,200,000; held in escrow to retire prior liens, \$150,000 (see note); held in treasury for future improvements, \$60,000; dated Jan. 1, 1901, due 1921; denom. \$1,000; int. payable Mar. and Sept.

**NOTE.**—The only prior liens of the Ohio Valley Electric Ry. Co. not called in and cancelled by the new company, are as follows:—Consolidated Light & Ry. Co.'s first mortgage, 6 p. c. gold coupon bonds, \$100,000; dated Aug. 27, 1893, due 1923. Ashland & Catlettsburg Street Ry. Co.'s first mortgage bonds, \$50,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 70 lb. rail; 40 motor cars; 1,800 H. P. boilers; West generators, West and Gen. Elec. motors.

**OFFICERS.**—Pres. & Gen. Man. John Graham, Sec. W. F. North, Treas. Thos. McK. Hays, Supt. W. W. Magoon, Mech. & Elec. Engr. James Fagan.

**DIRECTORS.**—John Graham, James Fagan, Thos. McK. Hays, Z. T. Vinson, J. L. Caldwell, Huntington, W. Va.; J. N. Camden, Parkersburg, W. Va.; Edwin McCandlish, Newville, Pa.; W. G. Eno, Wilkesbarre, Pa.; H. J. Culbertson, Lewistown, Pa.; Wm. F. North, John J. Henry, Philadelphia, Pa.

**GENERAL OFFICE,** Huntington, W. Va.

**POWER STATION,** Ashland, Ky.

Date of information, Mar., 1903. z

## MORGANTOWN.

Population in 1903 (local estimates), 8,000.

**Morgantown Electric & Traction Co.**—This road is under construction.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 12 cars.

**OFFICERS.**—Pres. I. C. White, V. Pres. Joseph McDermott, Sec. Frank Cox, Treas. E. M. Grant, Supt. & Elec. Engr. Geo. H. Switzer.

**DIRECTORS.**—I. C. White, Jos. McDermott, Frank Cox, E. M. Grant, Geo. C. Sturgiss, W. E. Glasscock, S. D. Hirschman, D. H. Courtney, R. E. Fast, S. B. Elkins.

Date of information, Mar., 1903. z

## MOUNDSVILLE.

Population in 1900, 2,688.

**Citizens' Electric Railway Co.**—This road is under construction.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.

**OFFICERS.**—Pres. C. A. Weaver, V. Pres. W. D. Alexander, Sec. A. J. Jones, Treas. H. W. Hunter.

Date of information, July, 1902. d

## PARKERSBURG.

Population in 1880, 6,582, in 1890, 8,408, in 1900, 20,000.

**Parkersburg, Marietta & Interurban Railway Co.**—This is a consolidation of the Parkersburg & Interurban Ry. Co., the Parkersburg Gas, Electric Light & Street Ry. Co., and the Marietta Electric Co. Municipal franchises granted Nov. 10, 1897. Parkersburg for 50 years, Marietta for 25 years. This company also owns the gas and electric lighting plants of both cities.

**CAPITAL STOCK,** \$450,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, on Parkersburg City property, \$150,000; dated Mar. 1, 1898, due 1938; \$450,000 on balance of property, issued June 1, 1902, due 1942.

**NOTE.**—These bonds may be called for payment after Mar. 1, 1918, on two weeks' notice, at par and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 29; 49 motor cars; 2,000 H. P. station plants; Buckeye and West. engines; West.

dynamos and motors; American, Brill and Jackson & Sharp cars; Diamond and Lord Baltimore trucks.

OFFICERS.—Pres. C. H. Shattuck, V. Pres. C. C. Martin, Sec. W. W. VanWinkle, Treas. J. M. Jackson, Jr., Ch. Engr. J. R. Davis.

DIRECTORS.—C. H. Shattuck, C. C. Martin, J. N. Camden, Jas. Wetherill, W. N. Chancellor, S. D. Camden, J. M. Jackson, Jr., John Busch, W. W. VanWinkle, W. H. H. Jett, W. W. Mills, D. P. Tarpy, A. L. Gracey, John Kaiser, J. S. H. Torner.

GENERAL OFFICE, Parkersburg, W. Va.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903. z

## WHEELING.

Population in 1880, 30,737, in 1890, 34,552, in 1900, 38,878.

**Wheeling Traction Co.**—Incorporated Oct., 1900. This company is a consolidation on Jan. 1, 1901, of the Wheeling Ry. Co., the Bellaire, Bridgeport & Martin's Ferry Street Ry. Co., the Moundsville, Benwood & Wheeling Ry. Co., and the Steubenville, Mingo & Ohio Valley Traction Co. This company owns a controlling interest in and operates the Citizens' Street Ry. Co. under a 99 year lease from Aug. 10, 1892, at an annual rental of \$6,000.

CAPITAL STOCK, authorized, \$2,000,000, issued, \$1,825,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, \$2,500,000, issued, \$1,324,000; dated Jan. 1, 1901, due 1931; denom. \$500 and \$1,000; coupon, but may be registered; subject to call on 30 days' notice at 105; int. payable Jan. and July, at office of Western Reserve Trust Co., of Cleveland, trustee of mortgage.

### PRIOR LIENS.

Wheeling Ry. Co's first mortgage 6 p. c. gold coupon bonds, authorized and issued, \$500,000 Sept. 1, 1892, due 1922; denom. \$1,000; int. payable Mar. and Sept., at office of Central Trust Co. of New York trustee of mortgage.

Bellaire, Bridgeport & Martin's Ferry St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, \$250,000; dated Oct. 1, 1893, due 1913, but subject to call on and after Oct. 1, 1908; coupon, but may be registered; denom. \$1,000; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Wheeling Ry. Co., of Wheeling, W. Va.

NOTE.—\$3,000 per annum must be passed to a sinking fund in 1900 and thereafter.

Moundsville, Benwood & Wheeling Ry. Co's first mortgage 6 p. c. gold coupon bonds, authorized, \$100,000; dated Oct. 1, 1897, due 1917; denom. \$500; int. payable April and Oct., at office of Germania Half Dollar Savings Bank, of Wheeling, W. Va., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 90; gauge 5 ft. 2½ in.; 76 lb. and 85 lb. girder rail; 120 motor cars; 2,450 H. P. station plant; Cooper, Corliss, Buckeye, and Ball engines, West and Gen. Elec. dynamos and motors, Brill, Barney & Smith and St. Louis cars, Brill trucks.

OFFICERS.—Pres. T. H. Conderman, 1st V. Pres. B. W. Peterson, 2d V. Pres. J. J. Halloway, Sec. & Treas. W. A. Shirley, Gen. Man. & Pur. Agt. C. E. Flynn, Gen. Supt. H. V. Sanger, Asst. Supt. Trans. J. Marsh, Supt. S. M. & O. V. Div., J. A. McFarland, Supt. M. B. & W. Ry. Div. J. Marsh, Supt. of Shops, M. J. Ford, Ch. Engr. B. E. Walker.

Date of information Mar., 1903. z

**Wheeling & Elm Grove Railroad.**—Chartered Apr. 3, 1874. Annual meeting second Thursday in Jan. This road has been changed from a steam road to a double-track electric railway from Wheeling to Elm Grove. In Mar., 1901, this company consolidated the Wheeling Suburban R. R. Co., the Suburban Light, Heat & Power Co., and the Wheeling Park Association under its own name.

CAPITAL STOCK.—Common stock, authorized, \$150,000, issued, \$67,800; preferred stock, authorized, \$200,000, issued, \$160,200; par values, \$50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, \$225,000; dated Mar. 1, 1898, due 1928; denom. \$500; int. payable at office of Bank of Wheeling; George Hook, trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 horse, 30 motor cars, 2 freight cars and 1 baggage car.

OFFICERS.—Pres. P. O. Reymann, Sec. & Treas. Wm. Carle, Gen. Man. Pur. Agt. Ch. Engr. & Elecn. W. S. Wright, Mast. Mech. Jacob R. Burkley.

GENERAL OFFICE, 16th St., Wheeling, W. Va.

Date of information, July., 1902. d

**Pan Handle Traction Co.**—This road is in operation from Wheeling to Wellsburg.

CAPITAL STOCK, authorized and issued, \$500,000.

OFFICERS.—Pres. Howard Hazlett, Sec. & Treas. H. Clark Hazlett, Ch. Engr. Robert Hazlett.

DIRECTORS.—Henry M. Russell, John M. Brown Lawrence E. Sands, Edward Hazlett, Howard Hazlett, Wheeling, W. Va.

Date of information, Mar., 1903. z

**City Railway Co.**—Chartered 1902. This road is under construction.

CAPITAL STOCK, \$400,000.

OFFICERS.—Pres. F. J. Park, Sec. W. G. Caldwell, Treas. A. M. Hamilton.

DIRECTORS.—F. J. Park, N. E. Whitaker, Albert Schenk, Alfred Caldwell, Henry Schnellbach, John A. Howard, A. M. Hamilton.

Date of information, Jan., 1903. z

## WISCONSIN.

### APPLETON.

Population in 1880, 8,005, in 1890, 11,869, in 1900, 15,085.

**Appleton Electric Light & Power Co.**—The property of this company is owned and operated by the Wisconsin Traction, Light, Heat & Power Co.

Date of information, Jan., 1903. z

**Fox River Valley Electric Railway Co.**—The property of this company is owned and operated by the Wisconsin Traction, Light, Heat & Power Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John I. Beggs, Sec. & Treas. Henry D. Smith.

GENERAL OFFICE, Appleton, Wis.

Date of information, Jan., 1903. z

### ASHLAND.

Population in 1880, 951, in 1890, 9,956, in 1901 (local estimates), 13,200.

**Ashland Light, Power & Street Railway Co.**—Chartered Feb., 1896, as a successor to the Ashland Lighting & Street Ry. Co. which was sold under foreclosure of mortgage.

CAPITAL STOCK, authorized, \$300,000, issued, \$200,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized \$150,000, issued \$110,000; dated Jan. 2, 1896; due 1916; denom. \$1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 11 are motor cars and 5 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres., Gen. Man. and Pur. Agt. G. W. Harrison, Sec. and Treas. G. F. Merrill, Supt. & Elecn. M. H. Juhl.

Date of information, Mar., 1903. z

### Eau Claire.

Population in 1880, 10,119, in 1890, 17,415, in 1900, 17,517.

**The Chippewa Valley Electric Railroad Co.**—This is the successor to the Eau Claire Street Ry., Light & Power Co. The company has rebuilt the road and extended it in Eau Claire and to Chippewa Falls.

CAPITAL STOCK, authorized and issued, \$200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$200,000; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year endg. Dec. 31,

|                                   | 1899.    | 1900.    | 1901.    | 1902.    |
|-----------------------------------|----------|----------|----------|----------|
| Total receipts.....               | \$36,450 | \$45,408 | \$53,077 | \$60,104 |
| Oper. expenses including taxes... | 22,401   | 30,700   | 32,099   | 40,080   |
| Earnings from operation.....      | 14,049   | 14,708   | 20,978   | 20,024   |
| Interest on bonds.....            | 12,110   | 12,000   | 8,237    | 12,000   |
| Net income.....                   | 1,939    | 2,708    | 12,741   | 8,024    |
| To surplus account.....           | 1,938    | 2,708    |          |          |
| Total surplus account.....        | 2,231    | 5,029    |          |          |

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. rail; 22 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. E. Appleyard, Treas. W. R. Mitchell, Supt. & Pur. Agt. H. G. Lawrence, Ch. Engr. of Power Station, John Bell, Ch. Elecn. Henry Huot, Mast. Mech. Garry Fox.

GENERAL OFFICE, Eau Claire, Wis.

REFERENCE.—Description of road (brief), Vol. XVII, Feb. 2, '01, p. 165.

Date of information, Mar., 1903. z

Please note date of information at end of each report.

**FOND DU LAC.**

Population in 1890, 12,024, in 1900, 15,110, in 1902, (local estimates), 20,000.

**Fond du Lac Street Railway & Light Co.**—Incorporated in Apr., 1899, to control the street railways of Fond du Lac. In Jan., 1900, an extension to North Fond du Lac was placed in operation.

CAPITAL STOCK, \$150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued \$250,000; dated July 1, 1899, due 1924; denom. \$500; int. payable Jan. and July at office of Wisconsin Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.6; gauge, 4 ft. 8½ in.; 60 lb. T and 80 lb. girder rail; 13 motor cars; West. generators, Allis engines, American cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. T. F. Grover, Sec. & Treas. W. E. Cole.

GENERAL OFFICE, Fond du Lac, Wis.

REFERENCE.—Description, Vol. XVI, Dec. 1, '00, p. 1149 (ill.).

Date of information, Mar., 1903. z

**Fond du Lac & Oshkosh Electric Railway Co.**—This company obtains trackage and power from the Winnebago Traction Co and the Fond du Lac Street Ry. Co. Company commenced operation in Jan., 1903.

PLANT AND EQUIPMENT.—Miles of track 12.5; 4 motor cars, 4 trail cars.

OFFICERS.—Pres. George Lines, Sec. & Treas. C. F. Geilfuss, Gen. Man. & Pur. Agt. T. F. Grover, Fon du Lac, Wis.

REFERENCES.—Description of road, Vol. XXI, Feb. 14, '03 p. 271.

Date of information, Mar., 1903. z

**Wisconsin Rapid Transit Co.**—This company is building an electric railway 42 miles in length between Fond du Lac, Waverly and Chilton, Wis.

OFFICERS.—Pres. & Pur. Agt. Chas. D. Smith, V. Pres. & Sec. Frank G. Smith, Treas. M. G. Smith.

Date of information, Jan., 1903. d

**GREEN BAY.**

Population in 1880, 7,464, in 1890, 9,069, in 1900, 18,684.

**Fox River Electric Railway & Power Co.**—This company is a reorganization of the Fox River Electric Ry. Co., which was sold at receiver's sale, Jan., 1899. In Jan., 1900, the new company purchased the McCartney Electric Ry., of West Green Bay.

CAPITAL STOCK.—Common, authorized, \$25,000, issued, \$20,600; preferred 5 p. c. cumulative, authorized, \$125,000, issued, \$124,900; par value of each, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$150,000, issued, \$120,050; coupon, but may be registered; dated July 1, 1899, due Jan., 1919; denom. \$50, \$500 and \$1,000; int. payable Jan. and July, at office of Milwaukee Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 45 lb. T and 78 lb. girder rail; 15 motor cars and 7 trail cars, Ball & Wood engines, West. Gen. Elec. and Detroit dynamos, West. motors, Brill, St. Louis, and Jackson & Sharp cars, McGuire trucks.

OFFICERS.—Pres. A. M. Murphy, V. Pres. W. P. Wagner, Sec. B. L. Parker, Treas. & Gen. Man. Mitchell Joannes, Supt. & Pur. Agt. C. F. Goodrich, Ch. Engr. of Power Station John Filler.

DIRECTORS.—W. P. Wagner, Mitchell Joannes, A. M. Murphy, Frank Murphy, J. H. Elmore.

GENERAL OFFICE, 320 So. Washington St., Green Bay, Wis.

Date of information, Mar., 1903. z

**JANESVILLE.**

Population in 1880, 9,018, in 1890, 10,836, in 1900, 13,185.

**Janesville Street Railway Co.**—Chartered 1886, for 30 years, as a horse road; present company organized Mar., 1892. Annual meeting last Monday in Feb.

CAPITAL STOCK, authorized \$125,000, issued, \$50,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, \$75,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct., at office of company; trustee of mortgage, Finance Co. of Pennsylvania.

DIVIDENDS.—In 1892, 6 p. c.; in 1893, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars; A. & S. engines, Gen. Elec. dynamos, West. motors, St. Louis and Jones cars, Brownell & Brill trucks.

OFFICERS.—Pres. George W. Blabon, V. Pres. James Shearer, Sec. & Treas. Ed. L. Blabon, Supt. W. Murphy, Elecn. G. A. Warner.

DIRECTORS.—James Shearer, F. S. Winslow, Thos. Nolan, E. L. Blabon.

GENERAL OFFICE, Power House, Eastern Ave.

Date of information, Mar., 1903. z

**LA CROSSE.**

Population in 1880, 14,505, 1890, 25,090, in 1900, 28,895.

**La Crosse City Railway Co.**—Chartered Nov. 17, 1885.

CAPITAL STOCK, \$136,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$175,000; issued, \$132,000; denom. \$1,000; int. payable Jan. and July, at office of Northern Trust Co., Chicago, Ill., trustee of mortgage.

| OPERATION.—Year ending Dec. 31, | 1899.    | 1900.    | 1901.    |
|---------------------------------|----------|----------|----------|
| Receipts from passengers.....   | \$57,585 | \$59,485 | \$65,936 |
| “ “ other sources.....          | 2,244    | 2,041    | 2,360    |
| “ total.....                    | 59,829   | 61,527   | 68,296   |
| Operating expenses.....         | *31,894  | 41,823   | 43,701   |
| Earnings from operation.....    | 17,935   | 19,704   | 24,595   |
| Deductions from earnings.       |          |          |          |
| Interest.....                   |          | 7,909    | 8,089    |
| Taxes.....                      |          | 1,795    | 2,057    |
| Other deductions.....           |          |          | 1,255    |
| Net income.....                 | 17,935   | 10,000   | 13,199   |
| Dividends paid.....             | 14,000   | 10,000   | 12,000   |
| To surplus account.....         | 3,935    |          | 1,199    |

\*Including fixed charges.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 40 lb. to 66 lb. girder and T rail; 31 cars, of which 14 are motor cars and 17 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. B. E. Edwards, V. Pres. W. W. Cargill, Sec. H. E. West, Treas. R. C. Whelpley, Supt. & Pur. Agt. Peter Valier, Ch. Engr. of Power Station S. J. Prentiss, Elecn. E. Hess.

DIRECTORS.—B. E. Edwards, W. W. Cargill, Henry Gund.

GENERAL OFFICE, 3d and La Crosse Sts.

Date of information, Jan., 1903. z

**La Crosse & Onalaska Street Railway Co.**

CAPITAL STOCK, \$50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.1; gauge 4 ft. 8½ in.; 1 motor and 3 trail cars.

OFFICERS.—Pres. W. W. Cargill, V. Pres. S. Y. Hyde, Sec. & Treas. W. W. Schall, Supt. Peter Valier.

Date of information, Jan., 1903. z

**La Crosse & Southeastern Railroad Co.**—Chartered under the name of the La Crosse & Eastern Railway Co. to build an electric railway from La Crosse to Viroqua, Wis., 43 miles in length. The company has recently been re-incorporated under the above name, and contracts have been let for the construction and equipment of the road.

CAPITAL STOCK, \$800,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, \$775,000; dated Jan. 1, 1903, due 1933; denom. \$1,000; Newark Loan & Trust Co., Newark, N. J., trustee of mortgage.

OFFICERS.—Pres. Joseph Boschert, V. Pres. D. H. Palmer, Sec. J. P. Reeve, Treas. J. B. Taylor.

GENERAL OFFICE, La Crosse, Wis.

Date of information, Apr., 1903. x z

**MADISON.**

Population in 1880, 10,324, in 1890, 13,426, in 1900, 19,167.

**Madison Traction Co.**—Chartered Feb. 15, 1898. Annual meeting second Tuesday in May. This company is the successor to the Madison Electric Ry. Co.

CAPITAL STOCK, authorized and issued, \$200,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$300,000, issued, \$200,000; dated Sept. 1, 1901, due 1926; denom. \$500; int. payable Mar. and Sept., at office of Milwaukee Trust Co., Milwaukee, Wis., trustee of mortgage.

OPERATION.—Year ending Aug. 31, 1902.

|                              |          |
|------------------------------|----------|
| Gross receipts.....          | \$76,736 |
| Operating expenses.....      | 52,011   |
| Earnings from operation..... | 24,725   |
| Deductions from earnings.    |          |
| Interest.....                | 10,000   |
| Net income.....              | 14,725   |
| Dividends.....               | 10,000   |
| Surplus.....                 | 4,725    |

Please note date of information at end of each report.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 35 cars; Gen. Elec. dynamos and motors, St. Louis and Wells & French cars; rent power.

**OFFICERS.**—Pres. P. L. Spooner, V. Pres. & Gen. Man. F. W. Oakley, Sec. & Treas. Wayne Ramsey, Supt. G. H. Shaw, Elec. Matthew Stumpf.

**DIRECTORS.**—P. L. Spooner, F. W. Oakley, Wayne Ramsay, C. B. Welton, O. C. Fuller.

**GENERAL OFFICE,** Madison, Dane Co., Wis.

Date of information, Mar., 1903.

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### MANITOWOC.

Population in 1901 (local estimate), 13,500.

**Manitowoc & Northern Traction Co.**

**CAPITAL STOCK,** \$100,000.

**FUNDED DEBT,** \$100,000.

**OFFICERS.**—Pres. Treas. & Pur. Agt. Thomas Higgins (Neenah, Wis.), V. Pres. H. C. Higgins (Marinette, Wis.), Sec. G. J. Nash, Ch. Engr. Fred Billings.

**GENERAL OFFICE,** Manitowoc, Wis.

Date of information, July, 1902.

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### MARINETTE.

Population in 1880, 5,412, in 1890, 11,513, in 1900, 20,651.

**Marinette Gas, Electric Light & Street Railway Co.**—This road is now consolidated with the Menominee Electric Light, Railway & Power Co.

**CAPITAL STOCK,** authorized and issued, \$115,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 13 motor cars and 12 trail cars, Hoffman-Billings Co. engines, Gen. Elec. dynamos and motors, St. Louis cars.

**OFFICERS.**—Pres. F. A. Spies, V. Pres. W. O. Carpenter, Sec. G. W. Hanley, Treas. H. J. Brown, Man. Edward Daniell.

**GENERAL OFFICE,** 1511 Main St., Marinette, Wis.

**REFERENCES.**—Description of park (brief), XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1903.

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### MERRILL.

Population in 1890, 6,809, in 1900, 10,268.

**Merrill Railway & Lighting Co.**—Railway franchise perpetual. Annual meeting second Tuesday in Jan.

**CAPITAL STOCK,** authorized and issued, \$102,000.

**FUNDED DEBT.**—5 p. c. bonds, authorized, \$150,000, issued, none.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 1.65; gauge, 4 ft. 8½ in.; 38 lb. Johnson girder rail; 3 motor cars; West. and Gen. Elec. dynamos and motors, Jones cars.

**OFFICERS.**—Pres. J. N. Cotter, V. Pres. John O. Day, Sec. Treas. Gen. Man. & Pur. Agt. E. S. King, Supt. S. J. Kline, Ch. Elec. H. M. Kellogg.

**DIRECTORS.**—J. N. Cotter, Chas. Daly, John O. Day, F. P. Hixon, E. S. King.

**GENERAL OFFICE,** 1014 Main St., Merrill, Wis.

Date of information, Mar., 1903.

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### MILWAUKEE.

Population in 1880, 115,587, in 1890, 204,468, in 1900, 285,315.

**The Milwaukee Electric Railway and Light Co.**—Chartered Feb., 1896, as a successor to The Milwaukee Street Ry. Co., which was sold under foreclosure of mortgage, Jan. 29, 1896. This company has a five-year contract for city lighting expiring in Dec., 1905. The company owns the entire capital stock of the Milwaukee Light, Heat & Traction Co.

**Capital Stock.**—Common stock, authorized, \$15,000,000, issued, \$7,000,000; par value, \$100 per share.

6 p. c. non-cumulative preferred stock, authorized and issued, \$4,500,000; par value, \$100 per share.

**Funded Debt.**—First consolidated mortgage 5 p. c. gold bonds, authorized, \$8,000,000, issued, \$6,500,000, in escrow (see Note), \$1,500,000; dated 1896, due Feb. 1, 1926; int. payable Feb. and Aug. (see Note), at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

Milwaukee City R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$1,000,000; coupon, but may be registered; dated Dec. 1, 1888, due 1908; int. payable June and Dec., at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

West Side R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, \$500,000; coupon, but may be registered; dated July 1, 1889, due 1909; int. payable Jan and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The company has also guaranteed the principal and interest of \$5,000,000, of the first mortgage bonds (issued \$2,249,000) of Milwaukee Light, Heat & Traction Co. (which see for description).

**Note.**—The Milwaukee City R. R. Co.'s bonds are a first lien on about 41 miles of track; the West Side R. R. Co.'s mortgage is a first lien on about 18 miles of track; the consolidated mortgage is a first lien on about 86.5 miles of track and upon the electric lighting plant and other property of the company; and a second lien on the remainder (59) miles.

\$1,500,000 of the first consolidated mortgage bonds are held in escrow to retire the Milwaukee City R. R. Co.'s bonds and the West Side R. R. Co.'s bonds.

Under the plan of re-organization, holders of the old consolidated mortgage bonds received \$617.56 in the new bonds and \$382.44 in preferred stock for each \$1,000 surrendered. Holders of the second consolidated mortgage bonds received \$2,000 in common stock for each \$1,000 surrendered. Holders of unfunded coupons received their par value in preferred stock. Holders of the coupons of June, 1895, received 61.756 p. c. of their par value in cash.

#### Operation.—Year ending Dec. 31,

|                                        | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------------------------|-------------|-------------|-------------|-------------|
| Recpts. from pass., etc....            | \$1,668,963 | \$1,850,086 | \$2,032,208 | \$2,302,514 |
| “ “ lighting, etc.                     | 327,643     | 354,450     | 385,226     | 434,807     |
| “ “ other sources                      | 10,533      | 16,162      | 24,908      | 38,973      |
| “ total .....                          | 2,007,139   | 2,220,698   | 2,442,342   | 2,776,294   |
| Operating expenses .....               | 1,026,403   | 1,129,787   | 1,185,534   | 1,286,035   |
| Earnings from operation ..             | 980,736     | 1,090,911   | 1,256,808   | 1,490,259   |
| Deduction from earnings.               |             |             |             |             |
| Taxes .....                            | 82,498      | 87,451      | 102,741     | 123,179     |
| Depreciation reserve..                 | 324,000     | 324,000     | 241,743     | 273,733     |
| Interest on bond. and float. debt..... | 401,184     | 413,213     | 410,655     | 406,634     |
| Net income.....                        | 173,054     | 266,247     | 501,669     | 686,713     |
| Dividends.....                         | 52,500      | 210,000     | 267,431     | 270,000     |

To surplus account..... 120,554 56,247 234,238 416,713

Quarterly dividends of 1½ p. c. on preferred stock since Nov., 1899.

**Plant and Equipment.**—Miles of track (electric), 146; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. girder and T rail; 50 horses, 382 motor cars, Allis engines, Gen Elec. dynamos and motors, Brill, Brownell, Jones, Barney & Smith, Pullman and St. Louis cars.

**Officers.**—Pres. & Gen. Man. John I. Beggs, 1st V. Pres. Wm. Nelson Cromwell, 2d V. Pres. C. W. Wetmore, Sec. Silas W. Burt, Treas. Geo. R. Sheldon, Audr. H. C. Mackay, Supt. of Lighting Dept. O. M. Rau, Ch. Engr. of Power Stations C. J. Davidson.

**Directors.**—Chas. W. Wetmore, Geo. R. Sheldon, Wm. N. Cromwell, Edwin M. Bulkley, S. W. Burt, all of New York; Henry C. Payne, Washington, D. C.; F. G. Bigelow, Chas. F. Pfister, John I. Beggs, of Milwaukee.

**General Office,** Milwaukee, Wis. New York Office, Johnston Bldg., 30 Broad St.

**References.**—Annual report Vol. XVI, Feb. 10, '00, p. 186 (tables); car hour unit, Vol. XVI, Sept. 1, '00, p. 821.

Date of information, Mar., 1903.

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For map of road see page 293.

**Milwaukee Light, Heat & Traction Co.**—Chartered Dec. 14, 1896. Annual meeting third Monday in Feb.

This company owns the entire capital stock of, and operates the following companies.

Milwaukee & Wauwatosa Motor Ry. Co. (successor to the Milwaukee & Wauwatosa Rapid Transit Co.) operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Ry. Co., Waukesha Beach Electric Ry. Co., and Waukesha Electric Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee & Wauwatosa Motor Electric Co.

Milwaukee & Wauwatosa Electric Co. (Pabst line.)

Milwaukee, Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Ry. Co., operating in Racine and connecting with the Milwaukee, Racine & Kenosha Ry.

The company has a traffic agreement with the Milwaukee Electric Ry. & Light Co., by which the latter operates all the lines of the Traction Co.

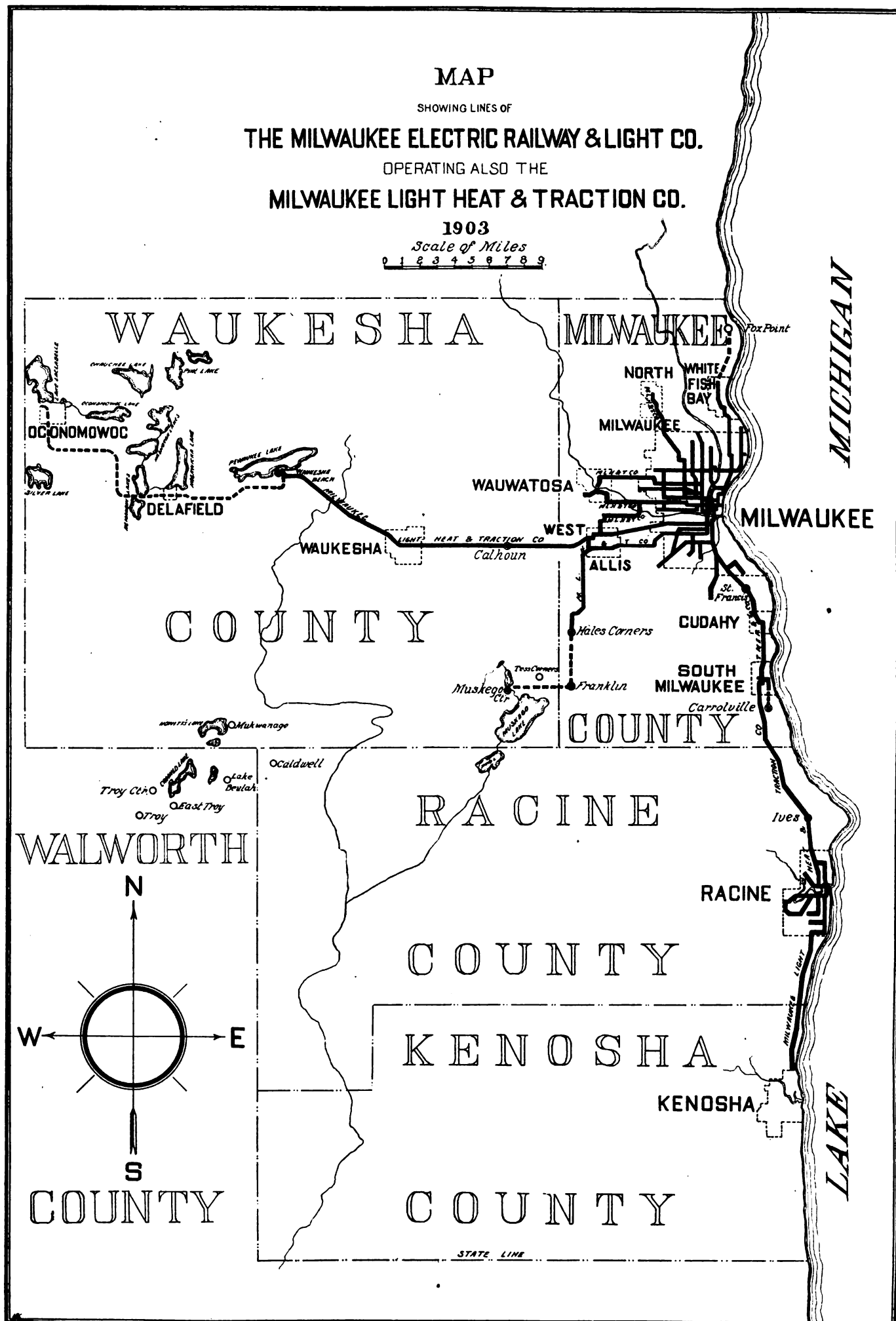
**Capital Stock,** authorized and issued, \$500,000, all in treasury of Milwaukee Electric Ry. & Light Co.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, authorized, \$5,000,000, issued, \$2,249,000; dated Mar. 15, 1899, due May 1, 1929; coupon, but may be registered; denom. \$1,000; int. payable May and Nov. at office of City Trust Co., of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Milwaukee Electric Ry. & Light Co.

**Note.**—The company has the option of calling these bonds on any interest day at 110 and accrued interest.

Please note date of information at end of each report.





**Plant and Equipment.**—Miles of track, 93.  
**Officers.**—Same as the Milwaukee Electric Ry. and Light Co.  
**Directors.**—Same as the Milwaukee Electric Ry. & Light Co.  
**Date of information, Mar., 1903.** z  
 For map of road see page 293.

**Wisconsin Traction, Light, Heat & Power Co.**—This company was organized Aug., 1900, in the interest of the Milwaukee Light, Heat & Traction Co. to consolidate several small railway and lighting companies in the Fox River Valley and to form a through line from Chicago to Green Bay.

**Capital Stock, (nominal) \$10,000.**

**Officers.**—Pres. John I. Beggs, Sec. & Treas. Henry D. Smith, Appleton, Wis.

**Date of information, Jan., 1903.** d

**North American Company.**—Organized in 1890 under laws of New Jersey to promote, acquire or construct and operate electric railways, lighting and power plants. This company controls the Milwaukee Electric Ry. & Light Co., the Cincinnati, Newport & Covington Light & Traction Co., the Union Electric Light & Power Co., of St. Louis, Mo.; the Detroit Edison Co., and the Laclede Gas Light Co., of St. Louis, Mo.

**Capital Stock, \$12,000,000; par value, \$100 per share.**

On Mar. 23, 1903, the stockholders voted to increase the capital stock to \$17,000,000.

**Balance Sheet.**—Dated May 31, 1902.

#### ASSETS.

|                                                                                                           |             |
|-----------------------------------------------------------------------------------------------------------|-------------|
| Good-will 1901 (\$2,000,000) less \$1,000,000, appropriation from income account for the fiscal year..... | \$1,000,000 |
| Stocks.....                                                                                               | 8,186,896   |
| Bonds.....                                                                                                | 1,121,500   |
| Loans.....                                                                                                | 966,900     |
| Bills and accounts receivable, etc.....                                                                   | 78,954      |
| Property.....                                                                                             | 13,933      |
| Cash.....                                                                                                 | 1,761,803   |

Total.....\$13,129,986

#### LIABILITIES.

|                        |              |
|------------------------|--------------|
| Capital stock.....     | \$12,000,000 |
| Undivided profits..... | 1,129,986    |

Total.....\$13,129,986

The company has no current liabilities except the current corporate expenses of administration.

**Officers.**—Pres. Charles W. Wetmore, V. Pres. Charles A. Spofford, 2d V. Pres. Wm. F. White, Sec. Silas W. Burt, Treas. George R. Sheldon.

**Directors.**—George R. Sheldon, Charles W. Wetmore, Robert Bacon, William Nelson Cromwell, Charles A. Spofford, Edmund C. Converse, Edwin M. Bulkley, Silas W. Burt, New York; Henry C. Payne, Charles F. Pfister, John I. Beggs, Milwaukee; E. Q. Keasbey, Newark, N. J.

**General Office, 30 Broad St., New York.**

**Date of information, Mar., 1903** x z

### NEENAH.

Population in 1880, 4,202, in 1890, 5,076, in 1900, 5,954.

**Menasha & Neenah Street Railway Co.**—Chartered 1885. This road, is operated in connection with the Wisconsin Traction Light, Heat & Power Co., of Appleton, Wis.

**CAPITAL STOCK, \$25,000; par value, \$50 per share.**

**FUNDED DEBT.**—First mortgage bonds, \$25,000; dated Nov. 1, 1886, due 1896; denom. \$15 and \$500; int. payable May and Nov., at office of the Northern Trust Co., of Chicago, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 35 lb. tram rail; 3 motor cars.

**OFFICERS.**—Pres. John I. Beggs, Sec. & Treas. Henry D. Smith.

**Date of information, Jan., 1903.** z

### OSHKOSH.

Population in 1880, 15,748, in 1890, 22,836, in 1900, 28,284.

**Winnebago Traction Co.**—This company is a reorganization of the Citizens Traction Co., of Oshkosh, which was chartered in Jan., 1897, for 35 years. New company operates the railway and an amusement park of 15 acres in Oshkosh and an interurban line extending to Neenah and Menasha, Wis., and the Oshkosh & Omro Interurban line. Annual meeting, third Wednesday in April.

**CAPITAL STOCK, authorized and issued, \$650,000.**

**FUNDED DEBT.**—First mortgage 5 p. c. gold bonds, authorized, \$1,000,000, issued, \$550,000, coupon, but may be registered; dated Apr. 1, 1900, due 1930; denom. \$1,000, subject to call at 110 upon six weeks notice; int. payable Apr. and Oct., at office of Trust Co. of America, in N. Y. City, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 40; 60 lb. T rail; 36 motor cars; Hamilton-Corliss engines. Gen. Elec. dynamos, Babcock & Wilcox boilers, Wheeler heater, Worthington pumps.

**OFFICERS.**—Pres. Emerson McMillin, 40 Wall St., New York; V. Pres. & Gen. Man. E. E. Downs, Sec. C. T. Scoville, 40 Wall St., New York; Treas. S. M. Rothermel, Supt. F. H. Farquhar, Ch. Engr. J. Dovey, Elec. J. Gaffney.

**GENERAL OFFICE, Oshkosh, Wis.**

**REFERENCES.**—Park, Vol. XVII, June 1, '01, p. 665.

**Date of information, Jan., 1903.** z

### SHEBOYGAN.

Population in 1880, 7,314; in 1890, 16,359, in 1900, 22,962.

**Sheboygan Light, Power & Railway Co.**—Chartered June, 1895. Municipal franchises granted 1885 and 1895. Annual meeting first Monday in July. This company is a consolidation of the Sheboygan City Ry. Co. and the Electric Lighting Co., and now operates an extension of 6 miles to Sheboygan Falls.

**CAPITAL STOCK, authorized, \$750,000, issued, \$141,000.**

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized \$400,000, issued, \$265,000; int. payable Apr. & Oct. at office of Mercantile Trust Co., New York, trustee of mortgage.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 19.5; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 5 horses. 11 motor cars and 11 trail cars; 300 k. w. station plant; West and Weisel & Vilter engines. Walker motors, Gen. Elec. and Walker dynamos, Brill and Laclede cars; McGuire trucks.

**OFFICERS.**—Pres. G. B. Mattoon, V. Pres. J. S. Stearns, Sec. & Treas. Louis B. Hake, Gen. Man. & Pur. Agt. J. C. Liggett, Ch. Engr. C. J. Zufelt.

**GENERAL OFFICE, 428 North 8th St., Sheboygan, Wis.**

**REFERENCES.**—Description of park (brief), Vol. XVII, June 1, '01, p. 664.

**Date of information, Mar., 1903.** z

### SHEBOYGAN FALLS.

Population in 1900, 1,301.

**Sheboygan-Elkhart Lake Railway & Electric Co.**—This road is now under construction.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 24 cars.

**OFFICERS.**—Pres. John A. Saemann, V. Pres. Sigmund Blumenfeld, Sec. P. P. Brueckbauer, Treas. Stedman Thomas, Elec. Engr. O. B. Joerns.

**POWER STATION, at Sheboygan Falls, Wis.**

**Date of information, Jan., 1903.** d

### WALWORTH.

**Chicago, Harvard & Geneva Lake Railway Co.**—This road was placed in operation in 1899, connecting Walworth, Wis., with Chicago.

**Capital Stock, authorized and issued, \$150,000; par value, \$100 per share.**

**Funded Debt.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$150,000, issued, \$100,000.

**Plant and Equipment.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars and 6 trail cars; 2-250 k. w. Westinghouse generators, Gen. Elec. motors.

**Officers.**—Pres. L. S. Owsley, V. Pres. A. L. Dewar, Sec. H. H. Windsor, Gen. Man. H. T. Windsor.

**General Office, Walworth, Wis.**

**Reference.**—Description of park (brief), Vol. XVII, Feb., '01, p. 180; description of road, Vol. XIX, Jan. 7 '02, p. 721 (ill.)

**Date of information, Mar., 1903.** z

### WAUPACA.

Population in 1890, 2,127, in 1900, 3,000.

**Waupaca Electric Light & Railway Co.**—State charter granted 1898 in perpetuity; municipal franchise granted 1898 for 50 years. Annual meeting in Jan. The lighting plant of this company has been in operation since 1888. The railway was placed in operation July 17, 1899, as an interurban road.

**CAPITAL STOCK, authorized and issued, \$75,000; par value, \$100 per share.**

**FUNDED DEBT.**—First mortgage 6 p. c. gold coupon bonds, authorized and issued, \$42,000; dated June 1, 1898, due \$2,000 annually, beginning Nov. 1, 1899; denom. \$1,000; int. payable May and Nov., at office of American Exchange National Bank in New York City; trustee of mortgage, Milwaukee Trust Co., of Milwaukee, Wis.

Interest and principal have been paid when due.

Please note date of information at end of each report.

| OPERATION.—Year ending Dec. 31,               | 1900.    | 1901.    | 1902.    |
|-----------------------------------------------|----------|----------|----------|
| Receipts from passengers.....                 | \$ 6,368 | \$ 8,547 | \$ 8,698 |
| "    "    lighting .....                      | 6,719    | 7,707    | 7,933    |
| "    total.....                               | 13,087   | 16,254   | 16,631   |
| Operating expenses.....                       | 7,078    | *8,070   | *9,107   |
| Earnings from operation.....                  | 6,009    | 8,184    | 7,524    |
| Deductions from earnings.                     |          |          |          |
| Interest on bonds.....                        | 2,400    | 2,280    | 2,160    |
| "    "    floating debt.....                  | 450      |          |          |
| Taxes.....                                    | 260      |          |          |
| Rental.....                                   | 50       |          |          |
| Bonds.....                                    | 2,000    | 2,000    | 2,000    |
| Net income.....                               | 849      | 3,904    | 3,364    |
| Per cent. operating exp. to gross receipts... | 54.1     | 50.3     | 54.7     |
| * Includes taxes and rentals.                 |          |          |          |

| BALANCE SHEET.—Dated            | Mar. 1,<br>1900. | Dec. 31,<br>1901. | Dec. 31,<br>1902. |
|---------------------------------|------------------|-------------------|-------------------|
| ASSETS.                         |                  |                   |                   |
| Cost of road.....               | \$40,409         |                   |                   |
| "    equipment.....             | 10,000           | \$97,000          | \$117,000         |
| "    lighting plant.....        | 35,112           |                   |                   |
| Cash.....                       | 643              |                   | 260               |
| Material and supplies.....      | 483              |                   | 708               |
| Profit and loss (deficit).....  |                  | 23,645            |                   |
| Total.....                      | \$86,647         | \$120,645         | \$117,968         |
| LIABILITIES.                    |                  |                   |                   |
| Capital stock.....              | \$39,000         | \$75,000          | \$75,000          |
| Funded debt.....                | 40,000           | 36,000            | 34,000            |
| Accrued interest.....           | 800              |                   | 340               |
| Bills and accounts payable..... | 6,341            | 9,645             | 200               |
| Other liabilities.....          | 506              |                   |                   |
| Profit and loss (surplus).....  |                  |                   | 8,428             |
| Total.....                      | \$86,647         | \$120,645         | \$117,968         |

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. rail; 9 cars, of which 4 are motor cars, 3 trail cars and 2 freight cars; 375 H. P. station plant (210 water and 165 steam power); Erie City engine, Leffel water wheel, Woods and Brush generators, Gen. Elec. motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. Irving P. Lord, V. Pres. W. H. Lord, Sec. J. D. Caughell, Supt. & Elecn. E. B. Fisher, Ch. Engr. Chas. Gerard.

DIRECTORS.—Irving P. Lord, W. H. Lord, J. D. Caughell, J. W. Evans, P. M. Olfson,

Date of information, Mar., 1903.

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## CANADA.

### BRITISH COLUMBIA.

#### NELSON.

Population in 1902, 5,500.

Nelson Electric Tramway Co.

CAPITAL STOCK, authorized and issued, \$250,000

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars, Canada Gen. Elec. 300 K. W. generator and 35 H. P. motors; Duplex cars; McGuire trucks; power purchased.

OFFICERS.—Pres. Henry G. Croasdaile, Sec. Treas. & Gen. Man. A. V. Mason.

GENERAL OFFICE Josephine and Vernon Sts., Nelson, B. C.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1903.

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#### NEW WESTMINSTER.

Population in 1903, 8,000.

British Columbia Electric Railway Co. (Ltd.)—This company owns and operates the electric railway systems of Vancouver, Victoria and New Westminster, with connecting interurban lines.

CAPITAL STOCK.—Common shares issued, £200,000, preference shares issued, £200,000, 4½ p. c. debenture shares issued, £250,000.

PLANT AND EQUIPMENT.—Miles of track, electric (New Westminster division), 18; gauge, 4 ft. 8½ in.; 40 to 56 lb. T rail; 8 motor cars and 4 freight cars; 2 Edison generators, 400 K. W., Ideal engines, 500 H. P., Doty boilers, 600 H. P.

GENERAL OFFICERS.—Chairman R. M. Horne-Payne, London, Eng.; Sec. Francis Hope, London, Eng.; Gen. Man. J. Buntzen, Vancouver, B. C.; Comptroller W. F. Gitchell, Gen. Supt. R. M. Sperling, Vancouver, B. C.; Local Man. F. R. Glover, New Westminster, B. C.; H. Hemlow, Vancouver, B. C.

LOCAL OFFICE, Columbia St., New Westminster, B. C.

Date of information, Mar., 1903.

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#### VANCOUVER.

Population in 1903, 30,000.

British Columbia Electric Railway Co., Ltd.—This company is the successor to the Consolidated Ry. & Light Co. (For full report see under New Westminster, B. C.)

PLANT AND EQUIPMENT (Vancouver division).—Miles of track (electric), 12.3; gauge, 4 ft. 8½ in.; 40 lb., 56 lb. and 70 lb. T and girder rail; 28 motor cars, 2 construction cars, 1 snow plow, Gen. Elec. and West. motors, 6 Gen. Elec. T. H. and West. generators, 886 K. W. capacity; 1200 H. P. station plant.

OFFICERS.—Chairman R. M. Horne-Payne, Sec. Francis Hope, London, Eng.; Gen. Man. J. Buntzen, Vancouver; Comptroller W. F. Gitchell, Gen. Supt. R. H. Sperling, Vancouver; Ch. Engr. B. W. Slocum, Pur. Agt. W. H. Hazlitt.

HEAD OFFICE, 28-31 Bishopsgate, St. Within, London, Eng.

LOCAL OFFICE, Carroll & Hastings Sts., Vancouver, B. C.

Date of information, Mar., 1903.

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#### VICTORIA.

Population in 1903, 25,000.

British Columbia Electric Railway Co. (Ltd.)—For full report of this company see New Westminster, B. C.

PLANT AND EQUIPMENT (Victoria division).—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb T to 104 lb. girder rail; 21 motor cars; 1 snow sweeper; Gen. Elec. West. and Edison motors, 4 Gen. Elec. generators, 1300 K. W. capacity; 1800 H. P. station plant, 2100 H. P. Pelton water wheels, with a reserve steam plant of 700 H. P.

OFFICER.—Local Man. A. T. Goward.

Date of information, Mar., 1903.

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#### MANITOBA.

#### WINNIPEG.

Population in 1881, 7,985, in 1891, 25,642, in 1900 (local estimates); 52,000.

Winnipeg Electric Street Railway Co.—Chartered and municipal franchises granted 1892, for 35 years. Annual meeting third Tuesday in Jan. The Winnipeg Street Ry. Co., the Manitoba Electric & Gas Light Co., and the North West Electric Co. have been amalgamated with this company.

CAPITAL STOCK, authorized and issued, \$1,000,000.

FUNDED DEBT.—First mortgage bonds, authorized and issued, \$1,000,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 70 motor cars and 11 trail cars; 2,600 H. P. station plant; Lawrie and Goldie & McCullough engines, Can. Gen. Elec. dynamos, Can. Gen. Elec. and West. motors, Toronto and Patterson & Corbin cars, Curtis and Peckham trucks.

OFFICERS.—Pres. Wm. MacKenzie, V. Pres. Wm. Whyte, Sec. & Treas. F. M. Morse, Supt. Pur. Agt. & Elecn. W. Phillips.

GENERAL OFFICE, Portage Ave., Winnipeg, Man.

Date of information, Jan., 1903.

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#### NEW BRUNSWICK.

#### ST. JOHN.

Population in 1881, 26,127, in 1891, 24,184, in 1901 (local estimates), 45,000.

The Saint John Railway Co.—This company owns and operates the street railway, gas works and electric lighting plant of St. John.

CAPITAL STOCK, authorized and paid in, \$500,000.

FUNDED DEBT, \$675,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 74 lb. special T rail; 23 motor cars; West. dynamos and motors.

OFFICERS.—Pres. James Ross, V. Pres. J. M. Robinson, Sec. & Man. M. Neilson, Elecn. H. A. Brown, Ch. Engr. of Power Station Thomas Irwin.

REFERENCE.—Description of road (brief), Vol. XXI, Mar. 21, '03, p. 444.

Date of information, Mar., 1903.

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#### NOVA SCOTIA.

#### HALIFAX.

Population in 1881, 36,100, in 1891, 38,556, in 1901 (local estimate), 41,500.

Halifax Electric Tramway Co., Ltd.—Charter and municipal franchise granted Mar. 20, 1895, in perpetuity. Annual meeting second Monday in Feb. This company owns all the property and

franchises of the Nova Scotia Power Co., Ltd., the Halifax Street Ry. Co., the Halifax Illuminating & Motor Co., and the gas Company. The franchises of the company embrace the right to operate the electric railway, (described below) and to carry on an electric lighting gas and motor business. The street railway franchise is exclusive for 20 years. Operation commenced in Feb., 1896. This company owns the lighting plant of the city, including 23,343 incandescent and 309 arc lights, pole lines, stations, etc.

CAPITAL STOCK, authorized, \$1,500,000, issued, \$1,350,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized and issued, \$600,000; dated Oct. 1, 1895, due Jan. 1, 1916; denom. \$1,000; int. payable Jan. and July, at office of Bank of Nova Scotia, of Halifax and Montreal; trustee of mortgage, Eastern Trust Co., of Halifax.

OPERATION.—Year ending Dec. 31,

|                                   | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers.....     | \$119,963 | \$135,174 | \$137,195 | \$143,746 |
| " other sources.....              | 83,972    | 97,593    | 114,449   | 170,415   |
| " total.....                      | 203,935   | 232,766   | 251,644   | 314,161   |
| Operating exp. and taxes.....     | 112,137   | 128,135   | 142,412   | 189,942   |
| Earnings from operation.....      | 91,798    | 104,632   | 109,232   | 124,219   |
| Deductions from earnings.         |           |           |           |           |
| Interest on bonds.....            | 30,000    | 30,000    | 30,000    | 30,000    |
| Net income.....                   | 61,798    | 74,632    | 79,232    | 94,219    |
| Dividends paid.....               | 40,000    | 40,000    | 40,000    | 47,292    |
| Surplus.....                      | 21,798    | 34,632    | 39,232    | 46,926    |
| Total surplus account.....        | 30,375    | 107,178   | 22,284    | 69,211    |
| Per cent. op. exp. to total rec.. | 55.1      | 55.0      | 56.8      | 60.4      |

#### STATISTICS OF TRAFFIC.

| Year ending Dec. 31,        | 1898.     | 1899.     | 1900.     | 1901.     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Passengers carried.....     | 2,419,268 | 2,616,231 | 2,968,811 | 3,037,268 |
| Car miles run.....          | 593,608   | 613,942   | 612,149   | 634,945   |
| Gross receipts per car mile | \$ .333   | \$ .330   | \$ .380   | \$ .396   |
| Op. exp. per car mile.....  | .190      | .183      | .209      | .224      |

BALANCE SHEET.—Dated Dec. 31,

| ASSETS.                         | 1899.       | 1900.       | 1901.       | 1902.       |
|---------------------------------|-------------|-------------|-------------|-------------|
| Cost of road and equip.. }      | \$1,400,000 | \$1,400,000 | \$1,400,000 | \$1,888,045 |
| Other permanent invest. }       |             |             |             |             |
| Cash assets.....                | 41,407      | 51,062      | 34,133      | 25,583      |
| Bills and acc'ts rec'v'ble.     | 14,786      | 21,243      | 23,157      | 60,805      |
| Material and supplies...        | 6,712       | 10,080      | 9,591       | 22,336      |
| Other assets.....               | 11,148      | 6,927       | 12,319      | 8,557       |
| Construction.....               |             | 72,471      |             | 23,175      |
| Total.....                      | \$1,474,053 | \$1,561,782 | \$1,479,200 | \$2,028,500 |
| LIABILITIES.                    |             |             |             |             |
| Capital stock.....              | \$800,000   | \$800,000   | \$800,000   | \$1,150,000 |
| Funded debt.....                | 600,000     | 600,000     | 600,000     | 600,000     |
| New stock issued.....           |             |             |             | 101,100     |
| Accrued Interest.....           | 15,000      | 15,000      | 15,000      | 15,000      |
| Bills and acc'ts payable..      | 27,725      | 28,456      | 30,757      | 77,741      |
| Other liabilities.....          | 953         | 11,148      | 11,159      | 15,448      |
| Profit and loss (surplus)..     | 30,375      | 107,178     | 22,284      | 69,211      |
| Total.....                      | \$1,474,053 | \$1,561,782 | \$1,479,200 | \$2,028,500 |
| *Dividend due Jan. 1, \$12,000. |             |             |             |             |

PLANT AND EQUIPMENT.—Miles of track (electric), 13.15; gauge, 4 ft. 8½ in.; 60 lb. Johnson T and 80 lb. Johnson girder rail; 42 cars, of which 36 are motor cars and 6 trail cars; 1,500 H. P. lighting plant, 1250 H. P. railway plant; Robb and Rice & Sargent engines, Can. Gen. Elec. and Walker dynamos, Can. Gen. Elec. 800 and 1,000 motors, Rhodes & Curry cars, Peckham trucks.

OFFICERS.—Pres. David MacKeen, V. Prests. John Y. Payzant, and W. B. Ross, Sec. W. J. DeBlois, Gen. Man. F. A. Huntress.

DIRECTORS.—Hon. David Mackeen, Jno. Y. Payzant, W. B. Ross, J. C. Mackintosh, Abner Kingman, James Hutchinson, W. M. Daell, H. S. Poole.

GENERAL OFFICE, Lower Water St., Halifax, N. S.

REFERENCES.—Elec. system, Vol. XVI, May 5, '00, p. 357 (3 pp. ill. & map).

Date of information, Mar., 1903.

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#### NEW GLASGOW.

Population, 4,500, total population served 13,500.

New Glasgow Electric Co., Ltd.—This road is to connect New Glasgow, Westville, Stellarton, and Trenton; 8.5 miles.

CAPITAL STOCK, authorized, \$250,000, issued, \$50,000.

FUNDED DEBT, authorized, \$250,000, issued, \$30,000.

OFFICERS.—Pres. J. L. Jennison, Sec. H. V. Jennison, Gen. Man. & Pur. Agt. C. E. Wadden.

Date of information, Mar., 1902.

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#### SYDNEY.

Population in 1900, 35,000.

Cape Breton Electric Co., Limited.—This company does the entire electric lighting and electric railway business in Sydney, the entire electric lighting business in North Sydney, the ferry business between Sydney and North Sydney, and is constructing a line from North Sydney to Sydney Mines. It also operates the Sydney & Glace Bay Ry. Co., Ltd., an interurban line of 15 miles in length, from Sydney to Glace Bay, which it owns jointly with the Dominion Coal Co., Ltd.

CAPITAL STOCK.—Common, authorized and issued, \$1,000,000; par value \$100 per share. Preferred 6 p. c. non-cumulative, authorized, \$250,000, issued, \$234,000; redeemable at 120. Dividends payable May and Nov.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, \$1,500,000, issued, \$850,000; dated Jan. 1, 1902, due 1932; int. payable Jan. and July at office of State Street Trust Co., Boston, Mass., trustee of mortgage.

NOTE.—First mortgage bonds may be called as a whole at 105 and interest on any interest day. Sinking fund 1 p. c. per annum of outstanding bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 12 cars.

OFFICERS.—Pres. J. W. Hallowell, Treas. H. B. Sawyer, Sec. H. R. Hayes, Gen. Man. Stone & Webster, Man. I. H. Creden.

GENERAL OFFICE, 93 Federal St., Boston, Mass.

POWER STATIONS, Sydney, N. Sydney and Glace Bay.

Date of information, Feb., 1903.

x

#### YARMOUTH.

Population, in 1901, about 7,000.

Yarmouth Street Railway Co. Limited.

CAPITAL STOCK, authorized and issued, \$54,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft., 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; Burrell-Johnson engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS.—Pres. R. Caie, V. Pres. B. G. Burrill, Sec. Treas. & Gen. Man. B. B. Law, Supt. E. J. Webb, Ch. Engr. & Elec. Geo. Foulis.

Date of information, Mar., 1903.

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#### ONTARIO.

##### AURORA.

Schomberg & Aurora Railway Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (steam), 16; 15 cars.

OFFICERS.—Pres. C. D. Warren, Sec. W. A. Warren, Man. Director, J. W. Moyes, Deer Park, P. O. Ont.

GENERAL OFFICE, Toronto, Ont.

Date of information, Mar., 1903.

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##### AYLMER.

London, Aylmer & North Shore Electric Railway Co.—This company is constructing an electric railway 45 miles in length from London Ont. to Pt. Burwell, Ont.

OFFICERS.—Pres. Matthew Connor, Aylmer, Ont.; 1st V. Pres. & Man. Dir. Frank Hassler, Detroit, Mich.; 2nd V. Pres. R. M. Luton, Lordsburg, N. M.; Treas. M. E. Lyon, Aylmer; Sec. Eugene W. Davis, Aylmer; Pur. Agt. F. H. Hitchcock, Detroit, Mich.

GENERAL OFFICE (during construction), 1036 Majestic Bldg., Detroit, Mich.

POWER STATION, Aylmer, Ont.

Date of information, Mar., 1903.

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##### BELLEVILLE.

Population in 1891, 9,914, in 1900 (local estimates), 10,300.

The Belleville Traction Co. (Ltd.)—Chartered to build an electric railway in Belleville. This company has failed, and the road is not running.

##### BERLIN.

Population in 1902, 10,000; Waterloo, in 1902, 4,000.

Berlin & Waterloo Street Railway Co., Limited.—Annual meeting in July. This company leases and operates the Berlin and Bridgeport Electric Street Ry.

CAPITAL STOCK, authorized, \$40,000, issued, \$29,500.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, \$30,000; issued, \$6,800; due 1908; denom., \$100; int. payable Jan. 1 and July 1, at office of the company; trustee of mortgage, George Rumpel, Berlin, Ont.

Please note date of Information at end of each report.

**PLANT AND EQUIPMENT.**—Miles of track (electric), owned, 3.2, leased 2.5; gauge, 4 ft. 8½ in.; 45 lb. to 65 lb. T rail; 7 cars, 7 trail cars; Gen. Elec. and West. dynamos and motors, Can. Gen. Elec. and Ottawa cars, Peckham trucks; power rented.

**OFFICERS.**—Pres. W. H. Breithaupt, V. Pres. A. L. Breithaupt, Sec. Alex. Millar.

**DIRECTORS.**—W. H. Breithaupt, A. L. Breithaupt, J. S. Anthes, Alex. Millar, Geo. Bruce.

**GENERAL OFFICE,** Berlin, Ont.

**Date of information,** Mar., 1903.

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### BRANTFORD.

**Population** in 1881, 8,107, in 1900 (local estimates), 18,500.

**Brantford Street Railway Co.**—This company owns Mohawk Park.

**CAPITAL STOCK,** \$40,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 65 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Patterson & Corbin and Can. Gen. Elec. Co.'s cars.

**OFFICERS.**—Pres. S. Ruter Ickes, Sec. Treas., & Pur. Agt. J. H. Armstrong, Supt. L. M. Swartz, Elec. Engr. A. Warfield.

**GENERAL OFFICE,** Brantford, Can.

**Date of information,** Jan., 1903.

d

**Grand Valley Railway Co.**—This company has 8 miles of road constructed. When completed the road will be 50 miles in length.

**OFFICERS.**—Pres. James G. Wallace, Woodstock, Ont.; Sec., Treas. & Pur. Agt. J. H. Armstrong, Supt. Ch. Engr. & Mast. Mech. Aaron Warfield.

**GENERAL OFFICE,** 303 Colborn St., Brantford, Ont.

**Date of information,** Jan., 1903.

d

### CORNWALL.

**Population** in 1890, 2,033, in 1900 (local estimates), 9,800.

**The Cornwall Electric Street Railway Co., Ltd.**—This company began operation in 1896.

**CAPITAL STOCK,** \$150,000,

**FUNDED DEBT,** issued, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Robb engines, Can. Gen. Elec. dynamos and motors, Can. Gen. Elec. and Rathbun cars.

**OFFICERS.**—Pres. & Gen. Man. D. A. Starr, V. Pres. Duncan Monroe, Sec. & Treas. Geo. Leroux, Supt. J. Milford Taylor, Elec. James Tunnaill, Ch. Engr. of Power Station John Murphy.

**Date of information,** May, 1899.

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### GALT.

**Population** in 1900, 9,000, in 1903 (three towns), 15,000.

**Galt, Preston & Hespeler Street Railway Co., Limited.**—This is a combined passenger and freight road.

**CAPITAL STOCK,** authorized, \$100,000, issued, \$49,000.

**FUNDED DEBT,** authorized, \$100,000, issued, none.

**PLANT AND EQUIPMENT.**—Miles of main line 9, of sidings, 2, total track (electric), 11; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 6 are motor cars, and 5 trail cars, 250 H. P. station plant; Wheelock engines, West. & Gen. Elec. dynamos and motors, Taylor trucks.

**OFFICERS.**—Pres. & Gen. Man. Martin N. Todd, V. Pres. Geo. D. Forbes, Sec. & Treas. W. H. Lutz, Supt. P. Clemens, Ch. Engr. R. McWilliams, Elec. M. Kirkwood.

**DIRECTORS.**—Frederick Clare, H. P. Timmerman, H. McCulloch, Jr., M. N. Todd, George D. Forbes.

**GENERAL OFFICE,** North Water St., Galt, Ont.

**Date of information,** Mar., 1903.

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### GUELPH.

**Population** in 1890, 9,890, in 1898, 11,500.

**Guelph Railway Co.**

**CAPITAL STOCK,** \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 6; 56 and 60 lb. T rail; 6 motor cars, 3 trail cars; 2-100 H. P. boilers, 1-150 H. P. engine; 1-110 K. W. generator; Can. Gen. Elec. motors.

**OFFICERS.**—Pres. A. F. H. Jones, Sec. & Treas. E. A. Sleeman.

**GENERAL OFFICE,** Guelph, Ont.

**Date of information,** Mar., 1903.

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### HAMILTON.

**Population** in 1900, 60,000.

**Hamilton Electric Light & Cataract Power Co., (Ltd.)**—This company owns and operates the Hamilton Street Ry. the Ham-

ilton and Dundas Ry., the Hamilton Radial Electric Ry. the Hamilton Electric Light & Power Co. and Dundas Electric Co., which were consolidated and acquired by the Cataract Power Co. of Hamilton (Ltd.), with the change of name above stated.

**Date of information,** Mar., 1903.

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**Hamilton Street Railway Co.**—Chartered 1873. New electric franchise dates from 1898. This property is owned and operated by the Hamilton Electric Light & Cataract Power Co. (Ltd.).

**CAPITAL STOCK,** \$205,000.

**FUNDED DEBT.**—First mortgage, 4½ p. c. currency coupon bonds, \$500,000; dated Dec. 22, 1898, due Dec. 22, 1928; denom. \$1,000; int. payable June and Dec. at office of Bank of Commerce, Hamilton, Ont.; trustees of mortgage E. Martin and Geo. A. Cox.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 62 lb. and 69 lb. girder rail; 85 cars, of which 45 are motor cars and 40 trail cars, Jones cars, power leased.

**OFFICERS.**—Pres. Hon. J. M. Gibson, V. Pres. Jno. Dickenson, Sec. John Patterson, Treas. J. R. Moodie, Gen. Man. Wm. C. Hawkins, Traction Man. C. K. Green, Pur. Agt. J. B. Griffith.

**DIRECTORS.**—Hon. J. M. Gibson, John Dickenson, J. R. Moodie, John Patterson, J. A. Kammerer, A. Bruce, K. C. Rundle, W. E. Rundle.

**OPERATING OFFICE,** 96 N. James St., Hamilton, Ont.

**Date of information,** Mar., 1903.

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**Hamilton & Dundas Street Railway.**—This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 5 cars, of which 3 are motor cars and 2 trail cars; rent power.

**OFFICERS.**—Pres. John Dickenson, V. Pres. J. A. Kammerer, Sec. John Patterson, Treas. J. R. Moodie, Man. C. K. Green, Pur. Agt. J. B. Griffith.

**DIRECTORS.**—John Patterson, J. R. Moodie, J. A. Kammerer, John Dickenson, J. M. Gibson, A. Bruce, K. C. Rundle, W. E. Rundle.

**GENERAL OFFICE,** Hamilton, Ont.

**Date of information,** Mar., 1903.

z

**Hamilton Radial Electric Railway Co.**—This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

**CAPITAL STOCK,** authorized, \$1,000,000, issued, \$100,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Can. Gen. Elec. dynamos and motors, Patterson & Corbin, Crossen and Ottawa cars. Power leased.

**OFFICERS.**—Pres. John Patterson, V. Pres. J. M. Gibson, Sec. J. D. Cherrier, Treas. J. R. Moodie, Man. C. K. Green, Elec. C. D. French.

**OPERATING OFFICE,** Cor. James and Gore Sts., Hamilton, Ont.

**Date of information,** Mar., 1903.

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**Hamilton, Grimsby & Beamsville Electric Railway Co.**—Chartered in 1892, in perpetuity, by special act of legislature. Annual meeting fourth Wednesday in Jan. Commenced operation Oct. 18, 1894.

**CAPITAL STOCK,** authorized, \$200,000, issued, \$113,300.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$100,000, issued, \$85,000; dated Nov. 1, 1894, due May 1, 1924; denom. \$500; int. payable at office of Imperial Bank of Toronto; trustees of mortgage, A. E. Jarvis and D. R. Wilkie.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 50 lb. 65 lb. and 70 lb. girder and T rail; 8 motor passenger cars; 2 150 H. P. engines, 2 150 H. P. generators, Inglis engines and boilers, West. dynamos and motors, Ottawa cars.

**OFFICERS.**—Pres. C. J. Myles, V. Pres. Wm. J. Harris, Sec., Man. & Pur. Agt. Geo. E. Waller, Treas. R. S. Martin, Ch. Engr. W. Jones, Stony Creek; Ch. Elec. A. E. Oakes.

**DIRECTORS.**—A. H. Myles, C. J. Myles, W. J. Harris, Leopold Bauer, Robt. Ramsay, R. S. Martin, R. S. Morris.

**GENERAL OFFICE,** cor. Main and Catherine Sts., Hamilton, Ont.

**Date of information,** July, 1902.

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### KINGSTON.

**Population** in 1891, 19,264.

**Kingston, Portsmouth & Cataraqui Electric Railway Co.**

**CAPITAL STOCK,** \$200,000.

**FUNDED DEBT.**—First mortgage 4 p. c. gold bonds, authorized and issued, \$200,000; dated Jan. 1, 1894, due 1914; int. payable Jan. and July at office of the company.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 55 lb. and 65 lb. T rail; 18 motor cars; Inglis engines, Can. Gen. Elec. dynamos and motors, various cars.

**OFFICERS.**—Pres. Ira A. Breck, V. Pres. & Man. B. W. Folger, Sec. & Treas. I. Bawden, Supt. Hugh Nickle, Elec. Fred. Simmons, Asst. Supt. J. H. Geohegan.

**REFERENCES.**—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1902.

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## LONDON.

Population in 1880, including suburbs, was about 30,000; in 1890, about 35,000; in 1900, about 40,000.

**London Street Railway Co.**—Chartered 1875, for 50 years. Annual meeting second Wednesday in Jan.

**Capital Stock,** authorized, \$750,000; issued, 448,880; par value, \$40 per share.

**Funded Debt.**—First mortgage 5 p. c. gold bonds, \$450,000; dated Mar. 8, 1895, due 1925; denom. \$1,000; int. payable Mar. and Sept., at office of Bank of Commerce, Toronto, trustee of mortgage.

**Franchises.**—Municipal franchises were granted on Mar. 8, 1875, for 50 years; electrical rights were granted and work of conversion from the horse system was completed in 1895.

**Operation.**—Year ending Dec. 31,

|                         | 1898.     | 1899.    | 1900.     | 1901.     | 1902.     |
|-------------------------|-----------|----------|-----------|-----------|-----------|
| Gross receipts.....     | \$113,812 | \$59,948 | \$119,109 | \$141,846 | \$154,704 |
| Operating expenses....  | 65,665    | 66,872   | 78,501    | 84,557    | 93,248    |
| Earnings from op.....   | 48,147    | *6,924   | 40,608    | 57,289    | 61,456    |
| Deduc. from earnings..  | 19,117    | 20,763   | 21,623    | 23,835    | 25,983    |
| Net income.....         | 29,030    | *27,687  | 18,985    | 33,454    | 35,473    |
| Dividends paid.....     | 21,000    |          |           | 32,000    | 32,000    |
| To surplus account....  | 8,030     |          |           | 454       | 3,473     |
| Total surplus account.. | 23,915    | 32,552   |           | 31,544    | 18,603    |

\* Deficit caused by strike which occurred May 22 and lasted the balance of the year.

### STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1902.

|                                  |           |
|----------------------------------|-----------|
| Passengers carried.....          | 4,524,815 |
| Transfer passengers carried..... | 3,887,598 |
| Car miles run.....               | 1,227,283 |
| Total receipts per car mile..... | \$ .127   |
| Operating expenses.....          | .076      |

**Balance Sheet.**—Dated Jan., 30, 1903.

| Assets.                            | Liabilities.                      |
|------------------------------------|-----------------------------------|
| Cost of road and equip...\$884,696 | Capital stock.....\$448,880       |
| Cash.....15,007                    | Funded debt.....450,000           |
| Bills and acc'ts receivable..235   | Accrued interest.....7,036        |
| Materials and supplies...19,372    | Bills and acc'ts payable..2,347   |
| Other assets.....3,041             | Other Liabilities.....711         |
|                                    | Profit and loss (surplus)..13,378 |
| Total.....\$922,351                | Total.....\$922,351               |

**Plant and Equipment.**—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 56 lb. T and 73 lb. girder rail; 46 cars, of which 34 are motor cars and 12 trail cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

**Officers.**—Pres. H. A. Everett, V. Pres. T. H. Smallman, Sec. Treas. & Gen. Man. Chas. E. A. Carr, Supt. J. Break, Ch. Engr. & Elec. H. Welburn.

**Directors.**—H. A. Everett, Cleveland, O.; E. W. Moore, T. H. Smallman, C. W. Wason, H. S. Holt, Wm. Spencer, P. W. Broderick.

**General Office,** Bank of Commerce Building, London, Ont.

Date of information, Mar., 1903.

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**Southwestern Traction Co.**—Ontario charter granted in Mar., 1903, in perpetuity, to build 124 miles of electric railway. Five municipal franchises granted 1902 and 1903 for 50 years, with 20 and 21 years exemption from taxation. The company has 30 miles of track under construction and has absorbed the Middlesex & Elgin Inter-Urban Railway Co., which had 5 miles of track. Annual meeting first Monday in May.

**CAPITAL STOCK,** common, authorized, \$500,000, issued, \$100,000; in treasury, \$400,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 5; under construction, 30; gauge, 4 ft. 8½ in.; 60 lb. rail.

**OFFICERS.**—Pres. F. G. Rumball, V. Pres. Lt. Col. Robt McEwen, Sec. Treas. & Gen. Man. A. E. Welch.

**DIRECTORS.**—F. G. Rumball, Lt. Col. Robt. McEwen, T. H. Lascombe, Capt. T. E. Robson, Geo. C. Elliott, D. A. McKay, A. E. Welch.

**GENERAL OFFICE,** 205 Temple Bldg., London, Ont.

Date of information, Mar., 1903.

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## NIAGARA FALLS (see also Buffalo, N. Y.).

Resident population, 1,600.

**Niagara Falls, Wesley Park & Clifton Tramway Co.**—Chartered May 6, 1886. This road is owned by and operated as a part of the system of the Niagara, St. Catherine's & Toronto Ry. Co.

**CAPITAL STOCK,** \$50,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.35; gauge, 4 ft. 8½ in.; 65 lb. T rail; 6 motor cars.

**OFFICERS.**—Pres. J. W. Herbert, Sec. & Treas. A. B. Colvin, Gen. Man. E. F. Seixas.

Date of information, Feb., 1902.

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## OSHAWA.

Population in 1891, 3,185, in 1900, 5,000.

**The Oshawa Railway Co.**

**CAPITAL STOCK,** authorized and issued, \$40,000.

**FUNDED DEBT,** authorized and issued, \$88,452.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 63 lb. T rail; 9 motor cars; Robb engines, West. dynamos and motors, Rathbun and Ahearn & Soper cars.

**OFFICERS.**—Pres. E. W. Rathbun, Deseronto, Ont.; V. Pres. Warren Y. Soper, Ottawa, Ont.; Sec. & Treas. C. A. Millener, Deseronto; Gen. Man. R. C. Carter, Supt. R. J. Wilson, Pur. Agt. The Rathbun Co., Deseronto, Ch. Engr. J. W. Evans, Ch. Engr. of Power Station R. Cole.

**GENERAL OFFICE,** Oshawa, Ont.

Date of information, Jan., 1903.

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## OTTAWA.

Population in 1881, 31,307, in 1891, 44,154, in 1903 (local estimates), 62,000.

**The Ottawa Electric Railway Co.**—This is a consolidation in June, 1894, of the Ottawa City Pass. Ry. Co. and the Ottawa Electric Street Ry. Co., Ltd. The company owns municipal franchises, dated Aug. 13, 1893, for 30 years. Annual meeting last Monday in Jan.

**CAPITAL STOCK,** authorized, \$1,000,000, issued, \$814,800. Dividends, 8 p. c. per annum, payable quarterly.

**FUNDED DEBT.**—First mortgage 4 p. c. gold coupon bonds, authorized and issued, \$500,000; dated July 5, 1897, due 1922; denom. \$1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Ottawa Trust & Deposit Co.

**DIVIDENDS.**—In 1892, 7 p. c.; annually since 1893, 8 p. c.

**OPERATION.**—Year ending Dec. 31,

|                                               | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|-----------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Receipts from pass....                        | \$222,744 | \$252,390 | \$305,357 | \$305,496 | \$303,843 |
| " other sources..                             | 9,058     | 11,155    | 9,665     | 7,675     | 6,349     |
| " total.....                                  | 231,802   | 263,545   | 315,022   | 313,171   | 310,192   |
| Operating exp.(including all other expenses). | 159,159   | *178,265  | 213,906   | 235,128   | 223,658   |
| Net income.....                               | 72,643    | 85,280    | 101,116   | 78,043    | 86,534    |
| Dividends paid.....                           | 65,184    | 65,184    | 65,184    | 65,184    | 65,184    |
| Contingent account....                        |           |           | 18,000    |           | 7,100     |
| Accident insurance.....                       |           |           |           |           | 1,000     |
| To surplus account....                        | 7,459     | 20,096    | 17,932    | 12,859    | 13,250    |
| Total surplus account..                       | 74,984    | 95,080    | 112,913   | 125,773   | 139,023   |
| Per cent. exp. to total receipts.....         | 68.6      | 67.6      | 67.9      | 75.0      | 72.1      |

### STATISTICS OF TRAFFIC.

Year ending Dec. 31,

|                      | 1898.     | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Passengers carried.. | 5,133,938 | 5,833,829 | 7,094,656 | 7,188,781 | 7,097,232 |
| Mileage .....        | 1,741,881 | 1,934,609 | 2,238,704 | 2,119,925 | 2,205,737 |

**BALANCE SHEET.**—Dated Dec. 31,

| ASSETS.                              | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|
| C'st rd., w'ter pr. real est. & eq.. | \$1,138,595 | \$1,312,812 | \$1,479,098 | \$1,514,797 | \$1,568,429 |
| Cash assets....                      | 9,671       | 4,642       | 3,923       | 11,199      | 20,459      |
| Bills receivable..                   |             | 1,942       | 2,391       | 4,881       | 2,216       |
| Mat'l and sup....                    |             | 3,573       | 6,629       | 4,355       | 5,488       |
| Other assets....                     | 78,814      | 4,465       | 4,136       | 3,637       | 3,137       |
| Total.....                           | \$1,156,080 | \$1,327,434 | \$1,496,177 | \$1,538,869 | \$1,599,729 |
| LIABILITIES.                         |             |             |             |             |             |
| Capital stock..                      | \$814,800   | \$814,800   | \$814,800   | \$814,800   | \$814,800   |
| Funded debt..                        | 250,000     | 310,000     | 500,000     | 500,000     | 500,000     |
| Bills and acc'ts.. payable.....      |             | 17,222      | 25,000      | 75,000      | 112,510     |
| Other liabilities                    |             |             | 27,168      | 7,000       | 8,000       |
| Dividends.....                       | 16,296      | 16,296      | 90,332      | 16,296      | 16,296      |
| Accident ins....                     |             |             |             |             | 2,000       |
| Contingent acct                      |             |             |             |             | 7,100       |
| Pro. & loss(sur.)                    | 74,984      | 95,080      | 112,913     | 125,773     | 139,023     |
| Total.....                           | \$1,156,080 | \$1,327,434 | \$1,496,177 | \$1,538,869 | \$1,599,729 |

Please note date of information at end of each report.



**PLANT AND EQUIPMENT.**—Miles of track (electric), 43; gauge, 4 ft. 8½ in.; 56 lb. to 72 lb. girder and T rail; 102 motor cars; 7 electric sweepers, 1 baggage car, 1 locomotive; 1800 H. P. station plant; 1 600 volt 1,000 amp. storage battery with maximum capacity 1,500 amp., Stillwell-Bierce & Smith-Vaile water wheels; West. dynamos and motors, Patterson & Corbin and Ottawa cars, Brill, Taylor and Peckham trucks, Electric Storage Battery Co's. storage battery.

**OFFICERS.**—Pres. T. Ahearn, V. Pres. Peter Whelen, Sec. & Treas. J. D. Fraser, Supt. J. E. Hutcheson, Audr. R. Quain.

**DIRECTORS.**—Warren Y. Soper, T. Ahearn, G. P. Brophy, P. Whelen, Thos. Workman, A. Lumsden, Ottawa, Ont.; George A. Cox, Toronto, Ont.

**GENERAL OFFICE,** 337 Albert St., Ottawa, Can.

**REFERENCES.**—Description of park (brief), Vol. XVII, June 1. '01, p. 664.

**Date of information,** Mar., 1903. z

### PETERBOROUGH.

Population about 12,000.

**Peterborough & Ashburnham Street Railway Co., Ltd.**—This road is not at present being operated. The directors intend to reorganize and extend the line.

**CAPITAL STOCK,** authorized, \$200,000, issued, \$47,000.

**FUNDED DEBT.**—None.

**PLANT AND EQUIPMENT.**—Miles of track, electric, 4; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Canadian Gen. Elec. dynamos and motors.

**OFFICERS.**—Pres. & Gen. Man. T. E. Bradburn, V. Pres. Fred Nicolls, Sec. A. P. Poussete, Ch. Elecn. H. Fisk.

**GENERAL OFFICE,** Peterborough, Ont.

**Date of information,** Mar., 1903. z

### PORT ARTHUR.

Population in 1902, 4,200.

**Corporation of Port Arthur.**

**CAPITAL STOCK,** \$115,000.

**FUNDED DEBT,** \$115,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 3 motor cars and 2 trail cars; 150 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos, West. motors, Ahearn & Soper cars. Operated by water power since July 14, 1902.

**OFFICERS.**—Chairman of Com. J. G. King, Sec. & Treas. James McTeigue, Supt. T. H. McCauley, Pur. Agts. The Commissioners.

P. O. Address Box 543, Port Arthur, Ont.

**Date of information,** Mar., 1903. z

### ST. CATHARINES.

Population in 1902, 12,000.

**Niagara, St. Catharines & Toronto Railway Co.**—This company owns franchises which gives it the privilege of operating between Hamilton and St. Catharines. The company also operates the Port Dalhousie, St. Catharines & Thorold Electric Street Ry., and a boat line from Port Dalhousie to Toronto, thus connecting Buffalo and Toronto by electric railway and boat, and owns and operates the Niagara Falls, Wesley Park & Clifton Tramway, and the St. Catharines, Merritton & Thorold Ry., Ltd. The road also carries freight.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 28; 30 cars; 1 elec. loco.; 15 freight cars, 1 steam locomotive.

**OFFICERS.**—Pres. J. W. Herbert, Helmetta, N. J.; Sec. & Treas. Amelius Jarvis, Toronto, Ont.; Gen. Man. & Pur. Agt. E. F. Seixas, Supt. Henry Ross, Gen. Frt. Agt. W. N. Warburton, St. Catharines.

**GENERAL OFFICE,** St. Catharines, Ont.

**REFERENCE.**—Description of road, Vol. XVIII, Sept. 7, '01, p. 284 (ill.).

**Date of information,** Jan., 1903. z

**Port Dalhousie, St. Catharines & Thorold Electric Street Railway Co., Ltd.**—This road is operated by the Niagara Falls, St. Catharines & Toronto Ry. Co.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; 13 cars.

**OFFICERS.**—Pres. Z. A. Lash, Sec. A. Jarvis, Treas. A. B. Colvin, Man. E. F. Seixas.

**GENERAL OFFICE,** St. Catharines, Ont.

**POWER STATION,** Merritton, Ont.

**Date of information,** Jan., 1903. z

### ST. THOMAS.

Population in 1891, 10,370, in 1899, 13,000.

**St. Thomas Street Railroad Co.**—Chartered in 1878 for 50 years. Municipal franchise granted in 1878. This road is now owned and operated by the City of St. Thomas, and is in charge of Jas. A. Bell, City Engineer.

**FUNDED DEBT.**—Debenture 4 p. c. gold bonds, authorized and issued, \$50,000; dated Feb. 1898, due 1920; denom. \$500. These bonds are guaranteed by the city of St. Thomas.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 65 lb. rail; 12 cars, of which 8 are motor cars and 4 trail cars; Robb engines, Canadian Gen. Elec. dynamos and motors, Ottawa cars.

**GENERAL OFFICE,** St. Thomas, Ont.

**Date of information,** Mar., 1903. z

### SARNIA.

Population in 1903 (local estimates), 10,500.

**Sarnia Street Railway Co.**—Chartered 1875, for 30 years. Annual meeting fourth Wednesday in August. New franchises granted in 1900 for 30 years.

**CAPITAL STOCK,** authorized, \$100,000, issued, \$40,600.

**FUNDED DEBT,** \$38,600.

**DIVIDENDS** paid, in 1893, 1894, 1895 and 1896, 6 p. c.; 1897 and 1898, 5 p. c., in 1902, 4 p. c.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. 56 lb. and 66 lb. T rail; 21 horses, 10 cars; Goldie McCulloch engines, Gen. Elec. dynamos and motors, Brill, Patterson & Corbin, and Ottawa cars, Taylor trucks.

**OFFICERS.**—Pres. J. D. Beatty, V. Pres. Jas. Flintoft, Sec. Treas. Gen. Man. Supt. & Pur. Agt. H. W. Mills, Ch. Engr., Elecn. & Mast. Mech. Wm. Williams.

**DIRECTORS.**—J. D. Beatty, W. B. Collins, T. H. Smallman, R. Kenney, R. Mackenzie, Frank Smith, James Flintoft.

**GENERAL OFFICE,** Front Street, Sarnia, Ont.

**Date of information,** Mar., 1903. z

### SAULT STE. MARIE.

Population in 1903, 15,000.

**The International Transit Co.**—Chartered in 1900. Annual meeting in Jan. This company operates a ferry to Sault Ste. Marie, Mich., in connection with its railway.

**CAPITAL STOCK,** authorized, \$100,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 80 lb. rail; 5 motor cars, 3 trail cars; 500 H. P. station plant for railway; Gen. Elec. dynamos and motors; Ottawa cars; Brill trucks.

**OFFICERS.**—F. H. Clergue, Sec. B. J. Clergue, Man. & Ch. Engr. G. W. Chance, Asst. Supt. R. Hill.

**DIRECTORS.**—F. H. Clergue, H. Hamilton, Sault Ste. Marie, Ont.

**GENERAL OFFICE,** Sault Ste. Marie, Ont.

**Date of information,** Mar., 1903. z

### TORONTO.

Population in 1890, 160,141; in 1896 (assessment returns), 176,858; in 1900, 250,001; in 1903 (local estimates), 266,000.

**Toronto Railway Co.**—Chartered June, 1892, for 30 years. This company operates the Toronto & Scarboro Elec. Ry., Light & Power Co. and the Toronto & Mimico Ry. & Light Co.

**Capital Stock,** authorized, \$7,000,000, issued, \$6,600,414; par value, \$100 per share.

**Funded Debt.**—First mortgage 4½ p. c. gold coupon bonds, authorized, \$35,000 per mile of single track, issued, \$3,473,373, dated Sept. 1, 1891, due 1921; denom. \$1,000 and £100; int. payable Feb. and Aug., at office of company; trustees of mortgage, Geo. A. Cox, of Toronto, and R. B. Angus, of Montreal.

**Note.**—\$600,000 of the first mortgage bonds issued are held in escrow to retire at maturity an equal amount of the bonds of the company's predecessor, dated 1884, due in 1914, int. 6 p. c. These original bonds are not a lien upon the new construction or equipment of the new company. The company agrees to retire 5 p. c. of the outstanding bonds in 1911 and annually thereafter until maturity.

In 1902, the company paid to the city of Toronto, under the terms of the franchise, \$255,551, as compared with \$226,454 last year, and also paid the Provincial Tax levied under the Revenue Act.

**Operation.**—Year ending Dec. 31,

|                      | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|----------------------|-------------|-------------|-------------|-------------|-------------|
| Gross receipts..     | \$1,210,618 | \$1,333,542 | \$1,501,001 | \$1,661,118 | \$1,834,908 |
| Op. exp. & taxes..   | 578,857     | 650,325     | 775,981     | 857,612     | 1,015,361   |
| Earnings from op.    | 631,761     | 683,218     | 725,020     | 803,506     | 819,547     |
| Deduc's from earn.   |             | 250,349     | 270,857     | 292,769     | 313,105     |
| Net income.....      | 404,739     | 432,869     | 454,163     | 510,737     | 506,442     |
| Dividends.....       |             |             |             |             | 302,439     |
| Paving.....          |             | 304,000     | 304,000     | 338,000     | 70,274      |
| To contingent acct.  |             |             |             |             | 75,000      |
| To surplus acct...   | 100,739     | 128,869     | 150,163     | 172,727     | 58,729      |
| P. c. operating exp. |             |             |             |             |             |
| total receipts...    | 47.4        | 48.8        | 51.0        | 51.6        | 55.3        |

Please note date of information at end of each report.

**Balance Sheet.**—Dated Dec. 31,

| ASSETS.                   | 1899.               | 1900.               | 1901.               | 1902.               |
|---------------------------|---------------------|---------------------|---------------------|---------------------|
| Cost of road and equip    |                     |                     |                     |                     |
| real estate & bldgs. . .  | \$10,089,653        | \$10,343,395        | \$10,675,138        | \$10,835,766        |
| Accounts receivable. . .  | 19,765              | 28,740              | 227,995             | 362,304             |
| Stores in hand. . . . .   | 30,875              | 65,372              | 49,428              | 108,555             |
| Cash. . . . .             | 123,022             | 129,213             | 102,527             | 119,319             |
| <b>Total. . . . .</b>     | <b>\$10,263,615</b> | <b>\$10,566,720</b> | <b>\$11,055,088</b> | <b>\$11,425,944</b> |
| <b>LIABILITIES.</b>       |                     |                     |                     |                     |
| Capital stock. . . . .    | \$ 6,000,000        | \$ 6,000,000        | \$ 6,000,000        | \$6,268,414         |
| Bonds. . . . .            | 2,999,953           | 2,999,953           | 3,473,373           | 3,473,373           |
| Mortgages. . . . .        |                     | 70,000              | 70,000              | 70,000              |
| Loans on bonds in treas   | 100,000             | 200,000             |                     |                     |
| Accounts payable. . . .   | 97,160              | 84,651              | 106,931             | 113,710             |
| Unredeemed tickets. . .   | 12,364              | 10,749              | 11,963              | 12,925              |
| Uniforms. . . . .         | 117                 | 208                 | 456                 |                     |
| Injuries and damage (in-  |                     |                     | 3,420               |                     |
| surance fund). . . . .    |                     |                     | 58,431              | 61,577              |
| Interest on bonds. . . .  | 54,397              | 54,872              | 75,000              | 77,438              |
| Dividends payable. . . .  | 60,000              | 60,000              |                     | 75,000              |
| Contingent account. . .   |                     |                     |                     |                     |
| Profit and loss (surplus) | 939,624             | 1,086,287           | 1,255,514           | 1,273,507           |
| <b>Total. . . . .</b>     | <b>\$10,263,615</b> | <b>\$10,566,720</b> | <b>\$11,055,088</b> | <b>\$11,425,944</b> |

The following table shows the development of the system by periods since 1880.

| Year. | Miles track. | Passengers carried. | Rides per capita. |
|-------|--------------|---------------------|-------------------|
| 1880  | 19.03        | 2,869,664           | 37                |
| 1885  | 37.67        | 7,386,208           | 65                |
| 1890  | 65.35        | 16,310,444          | 94                |
| 1895  | 88.96        | 23,353,228          | 132               |
| 1896  | 89.12        | 23,537,911          | 132               |
| 1897  | 90.93        | 25,271,314          | 135               |
| 1898  | 90.83        | 28,710,388          | 144               |
| 1899  | 93.04        | 31,826,940          | 148               |
| 1900  |              | 36,061,867          |                   |
| 1901  | 99.5         | 39,848,087          |                   |
| 1902  | 99.5         | 44,437,678          |                   |

**Plant and Equipment.**—Miles of track (electric), 99.5; gauge, 4 ft. 10½ in.; 70 lb. girder rail; 730 cars, of which 510 are motor cars and 220 trail cars; 7,500 H. P. station plant; A. & S. and Corliss engines. Gen. Elec. dynamos and motors, own cars.

**Officers.**—Pres. Wm. MacKenzie, V. Pres. Jas. Ross, Sec. & Treas. J. C. Grace, Comp. J. M. Smith, Man. E. H. Keating, Supt. J. Gunn.

**Directors.**—Wm. MacKenzie, James Ross, James Gunn, Geo. A. Cox, W. D. Matthews, Frederic Nicholls, H. M. Pellat.

**General Office,** Toronto, Ont.

**References.**—Radial system of Rys. for Toronto, Vol. XVI, Apr. 14, '00, p. 392; description of park (brief), Vol. XVII, June 1, '01, p. 664. Franchise conditions Vol. XXI, May 2, '03, p. 670.

Date of information, Mar., 1903. z

**Metropolitan Street Railway Co.**

**Capital Stock,** authorized, \$1,000,000, issued, \$500,000.

**Funded Debt.**—First mortgage 5 p. c. bonds, authorized, \$500,000, issued, \$450,000.

**Plant and Equipment.**—Miles of track (electric), 30; gauge, 4 ft. 10½ in.; 56 lb. T rail; 18 motor cars and 9 freight cars; 1,000 H. P. Goldie & McCulloch engines, 1,000 K. W. West. dynamos and 50 H. P. motors, Jones, Pullman and St. James cars.

**Officers.**—Pres. C. D. Warren, Sec. & Treas. R. Jenkins, Gen. Man. & Pur. Agt. J. W. Moyes.

**Post Office Address,** Deer Park P. O., Ontario.

Date of information, Mar., 1903. z

**TORONTO JUNCTION.**

**Toronto Suburban Railway Co.**—Chartered Feb., 1894, and Mar., 1901. Annual meeting Sept. This is a consolidation of the Davenport Street Ry. Co., the City & Suburban Electric Ry. Co. and the Toronto Suburban Street Ry. Co., Ltd. Municipal franchises granted in 1899 in perpetuity.

**Capital Stock,** authorized, \$1,000,000, issued, \$80,000.

**Plant and Equipment.**—Miles of track (electric), 9; gauge, 4 ft. 10½ in.; 73 lb. and 56 lb. T and girder rail; 5 motor cars, 1 electric snow sweeper; Ball engines, West. dynamos and motors.

**Officers.**—Pres. Frank Turner, V. Pres. Allan H. Royce, Gen. Man. G. C. Royce, Elec. J. Barnes.

**Directors.**—Frank Turner, Allan H. Royce, R. B. Henderson, Allen Royce, R. L. McCormack.

**General Office,** Toronto Junction, Ont.

Date of information, Mar., 1902. z

**WINDSOR.**

Population of Windsor, Sandwich & Amherstburg (local estimates), 15,000.

**Sandwich, Windsor & Amherstburg Railway Co.**—Chartered 1873; charter amended in 1887 and 1891, and made perpetual. In Aug., 1901, this road, together with the People's Electric light plant, of Windsor, was bought by the Detroit United Railway.

**CAPITAL STOCK,** authorized, \$500,000, issued, \$315,000; par value, \$100 per share.

**FUNDED DEBT,** 5 p. c. mortgage bonds, issued \$140,000.

**OPERATION.**—Year ending Dec. 31, 1902.

|                                             |               |
|---------------------------------------------|---------------|
| Receipts from passengers. . . . .           | \$66,192      |
| " " other sources. . . . .                  | 9,409         |
| " " all sources. . . . .                    | 75,601        |
| Operating expenses. . . . .                 | 40,251        |
| Earnings from operation. . . . .            | 35,350        |
| Deductions from income                      |               |
| Interest on funded debt. . . . .            | 6,580         |
| Dividend to Detroit United Railway. . . . . | 7,875         |
| <b>Net income. . . . .</b>                  | <b>20,896</b> |

**Balance Sheet.**—Dated Dec. 31, 1902.

| Assets.                      | Liabilities.     |
|------------------------------|------------------|
| Investment. . . . .          | \$615,461        |
| Accounts receivable. . . .   | 1,225            |
| Stores. . . . .              | 3,325            |
| Prepaid taxes and ins. . .   | 647              |
| Cash. . . . .                | 1,010            |
| <b>Total. . . . .</b>        | <b>\$621,668</b> |
| Capital stock. . . . .       | \$297,000        |
| Funded debt. . . . .         | 140,000          |
| Accident fund. . . . .       | 729              |
| Detroit United Ry. . . . .   | 149,272          |
| Accrued interest. . . . .    | 1,097            |
| Unredeemed tickets. . . .    | 53               |
| Profit and loss (surplus). . | 33,518           |
| <b>Total. . . . .</b>        | <b>\$621,668</b> |

**PLANT AND EQUIPMENT.**—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Brown & Robb engines, West. and Detroit dynamos and motors, Brill, Laclede, Ottawa and St. Louis cars, Brill trucks.

**OFFICERS.**—Pres. H. A. Everett V. Pres. & Treas. J. C. Hutchins, Sec. A. E. Peters, Gen. Man. Jas. Anderson, Elec. Geo. McLeod, Ch. Engr. R. Shepland.

**DIRECTORS.**—H. A. Everett, E. W. Moore, J. C. Hutchins, R. B. Van Cortlandt, M. Brennon, Joseph Bampton, C. B. King, Arthur Pack.

**GENERAL OFFICE,** Windsor, Ont.

Date of information, Mar., 1903. z

For map of road see page 110.

**WOODSTOCK.**

Population, 1900, Woodstock, 11,500; Ingersoll, 6,500.

**Woodstock, Thames Valley & Ingersoll Electric Railway Co.**—Municipal franchise granted in July, 1900, for 50 years. This road commenced operation June 22, 1901.

**CAPITAL STOCK.**—Common stock, authorized, \$300,000, issued, \$100,000; preferred stock, authorized and issued, \$100,000.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds authorized, \$200,000, issued, \$140,000; dated May 1, 1900, due May 1, 1940; denom. \$100 and \$500; int. payable May and Nov., at office of the Harrisburg Trust Co., of Harrisburg, Pa., trustee of mortgage.

**OPERATION.**—6 months ending Dec. 31, 1901.

|                                                        |              |
|--------------------------------------------------------|--------------|
| Total receipts. . . . .                                | \$10,139     |
| Operating expenses. . . . .                            | 3,925        |
| Earnings from operation. . . . .                       | 6,214        |
| Deductions from earnings.                              |              |
| Interest on bonds. . . . .                             | 3,000        |
| <b>Net income. . . . .</b>                             | <b>3,214</b> |
| Dividends. . . . .                                     | 2,500        |
| Surplus. . . . .                                       | 714          |
| Per cent operating expenses to total receipts. . . . . | 38.7         |

**STATISTICS OF TRAFFIC.**

6 months ending June 30, 1901.

|                                          |        |
|------------------------------------------|--------|
| Car miles run. . . . .                   | 58,043 |
| Total receipts per car mile. . . . .     | \$1.74 |
| Operating expenses per car mile. . . . . | .068   |

**PLANT AND EQUIPMENT.**—Miles of track, constructed, 12, under construction, 2, total, 14; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T rail; 5 motor cars; 150 H. P. station plant, Leonard engines, Thresher Elec. Co. generators, Gen. Elec. motors, Jackson & Sharp cars.

**OFFICERS.**—Pres. J. G. Wallace, Sec. & Treas. J. H. Armstrong Supt. I. Warfield.

**DIRECTORS.**—J. G. Wallace, W. H. Armstrong, E. W. Nesbitt F. R. Ball, D. W. Karn.

**GENERAL OFFICE,** 365 Dundas St., Woodstock, Ont.

Date of information, Jan., 1903. z

## QUEBEC.

## AYLMER.

Population in 1891, 6,000.

**The Hull Electric Co.** This company operates over a former steam road, using electric power. The road is owned by the Canadian Pacific R. R. Co. and operates from Central Station, Ottawa, to Hull; locally to Hull, and through to Aylmer.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 26; gauge, 4 ft. 8½ in.; 19 motor cars; 2 electric locomotives.

**OFFICERS.**—Pres. A. R. Creelman, V. Pres. C. W. Spencer, Sec., Treas. Supt. & Pur. Agt. W. R. Taylor.

**GENERAL OFFICE,** Aylmer, Que.

**REFERENCE.**—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1903.

## LEVIS.

**Levis County Railway Co.**—Province of Quebec charter granted Mar. 27, 1902, in perpetuity. Four municipal franchises (Levis, St. Joseph, St. Romuald, Bienville) granted in perpetuity, exclusive privilege and free from municipal taxes for twenty years. Annual meeting Oct. 1. This road commenced operation Dec. 7, 1902, and will serve a population of 25,000. The company operates a double car inclined passenger elevator 140 ft. high, to surmount Levis Height, which cost \$30,000.

**CAPITAL STOCK,** common, authorized and issued, \$200,000; preferred, \$125,000; par value, \$100 per share.

**FUNDED DEBT.**—First mortgage 5 p. c. gold coupon bonds, authorized, \$500,000, issued, \$250,000; dated May 1, 1902, due 1932; denom. \$1,000; int. payable May and Nov., at office of New York Security & Trust Co., New York, trustee of mortgage.

**NOTE.**—First mortgage bonds may be called for payment at end of five years at 105 and accrued interest.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 10.25; 15 motor cars; 630 H. P. (Bullock) motor generators; West. motors, Ottawa cars, Taylor trucks; hire power at 10,000 v.

**OFFICERS.**—Pres. & Gen. Man. G. U. G. Holman, V. Pres. Cleophas Blouin, M. P. P., Sec. & Treas. P. E. Bourassa, Levis, Que.

**DIRECTORS.**—G. U. G. Holman, Quebec, Que.; P. E. Bourassa, Cleophas Blouin, Jos. Paquet, Levis, Que.; R. D. Wyckoff, D. Spotswood, N. Y. City.

**GENERAL OFFICE,** Commercial St., Levis, Que.

**POWER STATION,** Chaudière Falls, Que.

Date of information, Mar., 1903.

## MONTREAL.

Population in 1881, 155,237, in 1891, 216,650, in 1901, 350,000.

**Montreal Street Railway Co.**—Chartered May 18, 1861. Annual meeting in November.

**Franchises.**—Municipal franchises granted in 1892, expire in 1922.

**Capital Stock,** authorized, \$10,000,000, issued, \$6,000,000; par value, \$50 per share.

**Funded Debt.**—First series mortgage 5 p. c. bonds, authorized, \$2,500,000, issued, \$292,000; coupon, but may be registered; dated Mar. 1, 1888; due 1908; denom. \$500; int. payable Mar. and Sept. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Second series mortgage 4½ p. c. bonds, authorized and issued, \$681,333; coupon, but may be registered; dated Aug. 1, 1891, due 1922; denom. \$500; int. payable Feb. and Aug. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal. Debenture 4½ p. c. bonds, authorized and issued \$1,500,000; dated May, 1, 1902, due 1922, Denom. \$100, \$500 and \$1,000; int. payable May and Nov. at the Bank of Montreal, Montreal, Can.

Both series rank equally, and are secured by the same deed of trust.

**Operation.**—Year ending Sept. 30,

|                                      | 1898.       | 1899.       | 1900.       | 1901.       | 1902.       |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Total receipts..                     | \$1,471,940 | \$1,660,776 | \$1,769,905 | \$1,900,680 | \$2,046,209 |
| Op. exp. & taxes.                    | 764,885     | 912,950     | 992,925     | 1,105,267   | 1,135,176   |
| Earn. from oper.                     | 707,055     | 747,826     | 776,980     | 795,413     | 911,033     |
| Deduc. from earn.                    |             |             |             |             |             |
| Int. on bonds.                       | 105,351     | 116,955     | 129,733     | 146,162     | 210,067     |
| Franchise chg's                      |             | 50,000      | 50,000      | 50,000      | 100,000     |
| Other deduct..                       |             |             |             |             |             |
| Net income.....                      | 601,704     | 58,871      | 597,247     | 599,252     | 600,966     |
| Dividends paid..                     | 462,917     | 478,333     | 512,500     | 551,700     | 600,000     |
| To surplus acct..                    | 138,787     | 102,537     | 84,747      | 47,552      | 966         |
| Total surpl's acct                   | 373,035     | 475,572     | 560,319     | 607,870     | *508,836    |
| P. c. oper. exp. to car earnings..   | 52.15       | 55.23       | 56.34       | 58.52       | 56.4        |
| P. c. oper. exp. to total receipts.. | 51.96       | 54.97       | 56.10       | 58.15       | 55.5        |
| Stock rec. div's..                   | 4,700,000   | 4,783,333   | 5,125,000   | 6,000,000   | 6,000,000   |

\*\$100,000 set aside in Dec. 1901, for Fire Insurance Fund.

Dividends paid, in 1896, 9 p. c.; in 1897, 9 p. c.; in 1898, 1899, 1900, 1901 and 1902, 10 p. c.

## STATISTICS OF TRAFFIC.

Year ending Sept. 30,

|                             | 1898.      | 1899.      | 1900.      | 1901.      | 1902.      |
|-----------------------------|------------|------------|------------|------------|------------|
| Pass. carried.              | 35,353,036 | 40,186,493 | 43,362,262 | 46,741,660 | 49,947,467 |
| Transfers....               | 10,508,603 | 12,060,857 | 13,194,974 | 14,215,784 | 15,077,511 |
| Increase over prec'd year.. | 3,305,719  | 4,833,457  | 3,175,769  | 3,379,398  | 3,205,807  |

**Balance Sheet.**—Dated Sept. 30,

|                                       | 1899.              | 1900.              | 1901.              | 1902.              |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|
| <b>ASSETS.</b>                        |                    |                    |                    |                    |
| Cost of road.....                     | \$3,048,731        | \$3,162,843        | \$3,239,814        | \$3,539,823        |
| " equipment ...                       | 2,309,478          | 2,555,365          | 2,839,764          | 3,063,068          |
| Real estate and bldgs.                | 1,395,268          | 1,557,785          | 1,588,739          | 1,616,925          |
| Cash assets.....                      | 115,740            | 203,317            | 408,152            | 220,383            |
| Other assets.....                     | 54,161             | 48,256             | 76,620             | 198,587            |
| Accounts receivable...                | 15,886             | 43,398             | 61,789             | 57,277             |
| M. P. & I. Co.'s stock and bonds..... |                    |                    | 1,105,485          | 1,159,297          |
| <b>Total.....</b>                     | <b>\$6,939,264</b> | <b>\$7,570,964</b> | <b>\$9,320,363</b> | <b>\$9,855,360</b> |

## LIABILITIES.

|                                 |                    |                    |                    |                    |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|
| Capital stock (paid in).        | \$5,000,000        | \$5,497,055        | \$6,000,000        | \$6,000,000        |
| Funded debt.....                | 973,333            | 973,333            | 973,333            | 2,473,333          |
| Mortgages.....                  | 6,035              | 6,035              | 6,035              | 6,035              |
| Accounts and wages payable..... | 83,826             | 69,588             | 103,915            | 100,808            |
| Interest and taxes....          | 82,070             | 90,231             | 98,157             | 135,023            |
| Dividends payable...            | 124,166            | 135,000            | 139,200            | 150,000            |
| Other liabilities.....          | 194,262            | 239,403            | 291,852            | 481,325            |
| Bank of Montreal loan           |                    |                    | 1,100,000          |                    |
| Profit and loss (surp.)         | 475,572            | 560,319            | 607,870            | 508,836            |
| <b>Total.....</b>               | <b>\$6,939,264</b> | <b>\$7,570,964</b> | <b>\$9,320,363</b> | <b>\$9,855,360</b> |

**Plant and Equipment.**—Miles of track (electric), 118; gauge, 4 ft. 8½ in.; 56 lb. T, 72 lb. and 83 lb. and 95 lb. grooved girder rail; 699 motor cars, 19 electric sweepers; 15,000 H. P. station plant; 5,000 H. P. water power, Laurie and Pennsylvania Iron Works engines, Babcock & Wilcox and Daniel Adamson (Lancashire, Eng.) boilers, Gen. Elec. and West. dynamos and motors, various cars, Blackwell & Peckham, trucks.

**Officers.**—Pres. L. J. Forget, V. Pres. James Ross, Sec. & Treas. W. G. Ross, Gen. Man. Fred L. Wanklyn, Supt. L. Robinson, Engr. of Power Station H. R. Lockard.

**Directors.**—L. J. Forget, James Ross, K. W. Blackwell, H. Montagu Allan, F. C. Henshaw.

**General Office,** 574 Craig St., Montreal, Que.

**References.**—Annual meeting, Vol. XVI, Nov., 17, '00, p. 1134 (tables).

Date of information, Mar., 1903.

For map of road see page 302.

## Montreal Park &amp; Island Railway Co.

**Capital Stock.**—Common stock, \$720,900.

**Preferred Stock,** \$315,000.

**Funded Debt.**—First mortgage, 6 p. c. bonds, \$1,025,000.

**Operation.**—Year ending Aug. 31,

|                                              | 1899.     | 1900.     | 1901.     | 1902.     |
|----------------------------------------------|-----------|-----------|-----------|-----------|
| Receipts from passengers...                  | \$109,989 | \$119,845 | \$123,464 | \$127,612 |
| " other sources.                             | 1,972     | 3,877     | 5,214     | 2,548     |
| " total.....                                 | 111,961   | 123,722   | 128,678   | 130,160   |
| Op. exps., includ. taxes, etc.               | 68,964    | 75,659    | 100,096   | 127,794   |
| Earnings from operation....                  | 42,997    | 48,063    | 28,582    | 2,366     |
| Per cent. of op. exp. to total receipts..... | 61.64     | 61.15     | 77.78     | 98.18     |

**Plant and Equipment.**—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 56 lb. T rail; 41 motor cars; Robb engines, Royal, West. and Walker dynamos and motors, Brill, Rathbun, Larivière, Patterson & Corbin and Crossen cars.

**Officers.**—Pres. L. J. Forget, V. Pres. James Ross, Man. Director F. L. Wanklyn, Sec. & Treas. W. G. Ross, Supt. L. Robinson.

**Directors.**—Fred C. Henshaw, K. W. Blackwell, H. Montagu Allan, F. L. Wanklyn, W. G. Ross.

**General office,** Street Railway Chambers, Montreal.

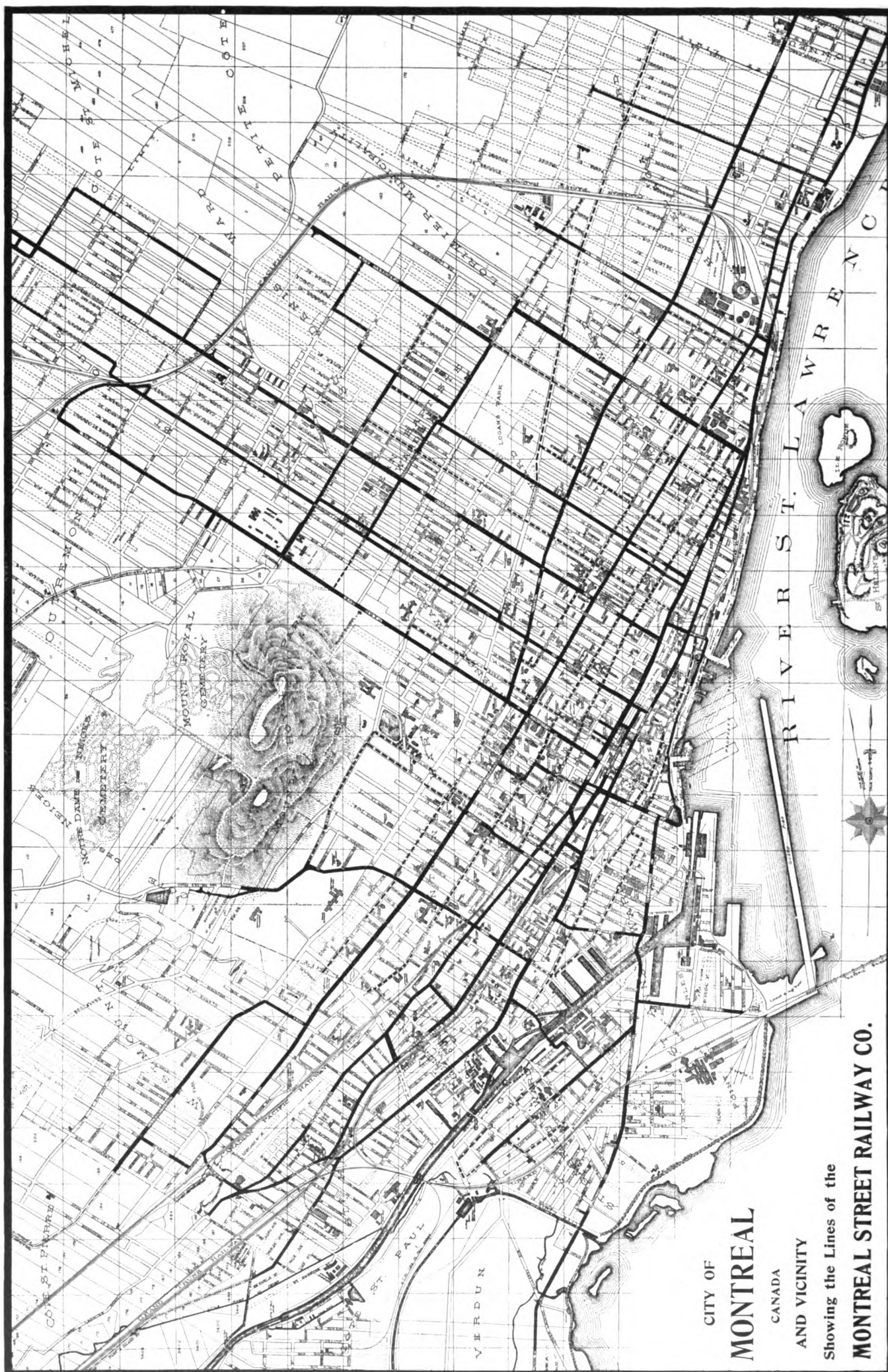
Date of information, Mar., 1903.

**Montreal Terminal Railway Co.**—This is a general passenger and freight railway, running from the Hochelaga Station of the Canadian Pacific Railway to the eastern end of the Island of Montreal. It does all the switching of the Canadian Pacific Ry. to the eastward of Montreal.

**Capital Stock,** authorized and issued, \$500,000.

Passengers carried in 1901, 402,220; net revenue in 1900, \$20,294, in 1901, \$23,646.

Please note date of information at end of each report.





**Plant and Equipment.**—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T rail; 19 motor cars; Gen. Elec. dynamos and motors; Taylor trucks.

**Officers.**—Pres. Dennis Murphy, Ottawa, Ont.; V. Pres. H. H. Melville, Boston, Mass.; Man. Director J. P. Mullarkey, Supt. John Rowley.

Date of information, Mar., 1903.

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## QUEBEC.

Population in 1881, 62,446, in 1891, 63,090, in 1898, 70,000.

**Quebec Railway, Light & Power Co.**—This company is a reorganization in May, 1899, of the Quebec, Montmorency & Charlevoix Railway Co., and has purchased the Quebec District Ry. Co., which company owned the Quebec Street Ry. Co. and the Montmorency Electric Power Co. Annual meeting second Tuesday in Sept.

**CAPITAL STOCK**, authorized, \$3,000,000, issued, \$2,500,000; held in treasury, \$500,000.

**FUNDED DEBT.**—First consolidated mortgage 5 p. c. gold bonds, \$2,500,000, dated 1897, due, 1922; denom. \$1,000.

**OPERATION.**—Year ending June 30, 1901.

|                         |           |
|-------------------------|-----------|
| Gross receipts.....     | \$372,240 |
| Operating expenses..... | 230,418   |

|                              |         |
|------------------------------|---------|
| Earnings from operation..... | 141,822 |
|------------------------------|---------|

### STATISTICS OF TRAFFIC.

| Year ending June 30,    | Electric<br>(City). | Steam and Electric<br>total (Suburban). |                 |
|-------------------------|---------------------|-----------------------------------------|-----------------|
| 1901.                   | 1902.               | 1901. 1902.                             |                 |
| Passengers carried..... | 3,715,675           | 4,192,799                               | 537,933 649,087 |
| Car miles run.....      | 1,089,450           | 1,112,361                               | 281,784 300,817 |

**BALANCE SHEET.**—Dated June 30,

### ASSETS.

|                                                  | 1901.       | 1902.       |
|--------------------------------------------------|-------------|-------------|
| Cost of road, equip. real estate and buildings.. | \$5,245,885 |             |
| Montmorency division.....                        | 26,136      |             |
| Power division.....                              | 5,032,380   | 61,393      |
| Citadel ".....                                   |             | 11,747      |
| Materials and supplies.....                      | 53,678      |             |
| Cash.....                                        | 3,428       | 6,843       |
| Accounts receivable.....                         | 3,781       | 5,074       |
| Montreal Trust & Deposit Co.....                 | 175,885     |             |
| Kent House capital account.....                  | 937         |             |
| Operating account.....                           |             | 6,090       |
| Total.....                                       | \$5,270,090 | \$5,363,168 |

### LIABILITIES.

|                                |             |             |
|--------------------------------|-------------|-------------|
| Capital stock.....             | \$2,500,000 | \$2,500,000 |
| Funded debt.....               | 2,500,000   | 2,481,000   |
| Accrued interest.....          | 6,050       | 9,312       |
| Accounts payable.....          | 64,379      | 85,003      |
| Bills payable (loans).....     | 129,700     | 188,700     |
| Profit and loss (surplus)..... | 69,961      | 99,153      |
| Total.....                     | \$5,270,090 | \$5,363,168 |

**PLANT AND EQUIPMENT.**—Miles of track, 56.22, of which 17.22 are electric and 39 are steam; gauge, 4 ft. 8½ in.; 72 lb. T rail; 118 cars, of which 50 are steam cars and 68 motor cars; West. motors; Ottawa cars.

**OFFICERS.**—Pres. Andrew Thomson, V. Pres. Frank Ross, Sec. C. J. Pigot, Audr. J. Shaw, Gen. Man. & Ch. Engr. E. A. Evans, Supt. Montmorency Div. J. A. Everell, Elecn. D. E. Blair, Supt. City Div. H. N. Bartlett, Mast. Mech. W. Langford.

**DIRECTORS.**—Frank Ross, Andrew Thomson, E. E. Webb, Wm. Hanson, S. N. Parent, W. Price, E. W. Methot, Wm. Shaw, G. H. Thomson.

**GENERAL OFFICE**, St. Paul St., Quebec.

Date of information, Mar., 1903.

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## SHERBROOKE.

Population in 1900, 12,300.

**Sherbrooke Street Railway Co.**—Chartered in 1895, in perpetuity. Municipal franchise granted in 1896, for 30 years. Annual meeting first Monday in Dec.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Canadian Gen. Elec. dynamos and motors; Rhodes & Curry cars; Peckham trucks; water power.

**OFFICERS.**—Pres. John W. Burke, V. Pres. P. W. Clement, Sec., Treas. & Man. Ralph Denio.

**DIRECTORS.**—J. W. Burke, P. W. Clement, Edgar Harding, S. L. Clough, P. Pelletier, F. J. Griffith, H. Dudley Smith.

**PRESIDENT'S OFFICE**, 45 Broadway, New York City; Secretary's Office, Sherbrooke, Que.

Date of information, Mar., 1903.

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## NEWFOUNDLAND.

### ST. JOHN'S.

Population 30,000.

**St. John's Street Railway.**—This road is owned by the Reid Newfoundland Co. The company also owns an electric lighting plant.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 7; 8 cars.

**OFFICERS.**—V. Pres. & Gen. Man. W. D. Reid, Pur. Agt. H. Crawford, Supt. T. S. Pooke, Ch. Engr. J. W. Morris, Cons. Engr. G. H. Massey, Hydraulic and Elec. Engr. in charge of generating station, L. A. Howland.

**REFERENCE.**—Description of road, Vol. XVII, Jan. 5, '01, p. 63, (ill.)

Date of information, Mar., 1903.

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## United States Possessions and Cuba.

### CUBA.

#### HAVANA.

Population in 1902, 235,981.

**Havana Electric Railway Co.**

**FUNDED DEBT.**—Consolidated mortgage 5 p. c. gold bonds, authorized, \$10,000,000, issued, \$7,500,000, in treasury, \$2,500,000, coupon, but may be registered; dated Feb. 1, 1902; denom. \$1,000; int. payable Feb. and Aug. at New York City.

**NOTE.**—Consolidated mortgage bonds are issued to take up \$5,000,000 first mortgage bonds, \$768,000 second mortgage bonds and \$582,000 coupon notes, etc., and may be redeemed in whole or in part at 105, at option of company on Feb. 1, 1907, or on any Feb. 1, or Aug. 1, thereafter on 6 months' notice, principal is payable by sinking fund at 105, either by purchase at or under that price or by yearly drawing, to commence January 1906, and both principal and interest payable in gold coin and free of any tax.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 38.1; 160 cars.

**OFFICERS.**—Pres. Edwin Hanson, V. Pres. Narcis Gelats, Sec. & Treas. Arnold Marcus, 52 Broadway, New York; Man. & Ch. Engr. Geo. F. Greenwood.

**POWER STATION**, Colon and Blanco Sts., Havana.

**REFERENCES.**—Description, Aug. 4, 1900, p. 724, Mar. 14, '03 p. 454.

Date of information, Mar., 1903.

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### REGLA (Near Havana).

Population of Regla; in 1902, 12,000; of Guanabacoa, 20,000.

**Cuban Electric Co.**—This company owns a ferry system which connects Havana with Regla, on the opposite side of the harbor, and connects Regla with Guanabacoa by an electric road, which is built over its own right of way. The road is distinct from the Havana Electric Railway but is managed by the manager of that company.

**CAPITAL STOCK**, \$1,000,000.

**FUNDED DEBT.**—Authorized, \$300,000, issued, \$200,000.

**PLANT AND EQUIPMENT.**—Miles of track (electric), 3.5; 90 lb. rail; double overhead trolley. The company owns three ferry boats.

**OFFICERS.**—Pres. A. F. Gault, Montreal, Can.; Sec. & Treas. Wm. M. Doull, Montreal, Can.; Gen. Man. Geo. F. Greenwood.

**GENERAL OFFICE**, Canada Life Bldg., Montreal, Can.

Date of information, Jan., 1903.

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## HAWAII.

### HONOLULU.

**Hawaiian Tramways Co., Limited.**—Chartered Sept. 30, 1886, for 30 years.

**CAPITAL STOCK**, £65,000; par value £5 per share.

**FUNDED DEBT.**—6 p. c. debenture bonds, £30,000.

| OPERATION.—Year ending June 30, | 1899.   | 1900.   | 1901.   |
|---------------------------------|---------|---------|---------|
| Total receipts.....             | £25,913 | £29,360 | £38,515 |
| Operating expenses.....         | 18,406  | 18,542  | 22,170  |

|                               |       |        |        |
|-------------------------------|-------|--------|--------|
| Earnings from operation.....  | 7,507 | 10,818 | 16,345 |
| Deductions from earnings..... |       |        |        |
| Interest on bonds.....        | 1,800 | 1,800  | 6,164  |

|                                              |         |         |         |
|----------------------------------------------|---------|---------|---------|
| Net income.....                              | 5,707   | 9,018   | 10,181  |
| Dividends paid.....                          | 5 p. c. | 6 p. c. | 6 p. c. |
| Per cent operating expenses to total recpts. | 71.0    | 63.2    | 57.6    |

Please note date of information at end of each report.

## STATISTICS OF TRAFFIC.

| Year ending June 30,                 | 1899.     | 1900.     | 1901.     |
|--------------------------------------|-----------|-----------|-----------|
| Passengers carried.....              | 2,371,022 | 2,604,926 | 3,443,638 |
| Car miles run.....                   | 555,089   | 613,464   | 735,448   |
| Receipts per car mile.....           | 10.98 d.  | 11.23 d.  | 12.38d.   |
| Operating expenses per car mile..... | 7.96 d.   | 7.26 d.   | 7.23d.    |

PLANT AND EQUIPMENT.—Miles of track, 12.5.

OFFICERS.—Pres. Col. C. M. Davison, London, Eng.; V. Pres. H. R. Armstrong. Sec. F. L. Clark; Man. in Honolulu, W. H. Pain; Legal Advisers in Honolulu, Holmes & Stanley, Auditors, Price, Waterhouse & Co.; Solicitors, Wilson, Bristow & Carpmeal.

DIRECTORS.—Col. C. M. Davidson (Chairman), H. R. Armstrong, Col. C. E. Macdonald, Charles C. Fricker.

OFFICE, 63 Queen Victoria St., London, E. C., England.

Date of information, Jan., 1903.

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**Honolulu Rapid Transit & Land Co.**—Chartered Aug 30, 1898, for 50 years. Legislative franchise granted July 7, 1898, for 30 years. Annual meeting in Jan.

CAPITAL STOCK, common, authorized and issued, \$791,000; par value, \$100 per share; preferred, 6. p. c., authorized and issued, \$209,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage 6. p. c. gold coupon bonds, authorized, \$1,000,000, issued, \$405,000, in escrow, \$595,000; dated May 1, 1902, due 1917, payable 1927; denom. \$1,000; int. May and Nov., at Honolulu, San Francisco and New York. Union Trust Co. of San Francisco, trustee of mortgage.

| OPERATION.—                                    | 4 mos. endg.<br>Dec. 31, 1901. | Year endg.<br>Dec. 31, 1902. |
|------------------------------------------------|--------------------------------|------------------------------|
| Receipts from passengers.....                  | \$42,900                       | \$185,509                    |
| “ “ other sources.....                         |                                | 3,774                        |
| “ “ all sources.....                           | 42,900                         | 89,283                       |
| Operating expenses.....                        | 24,257                         | 06,072                       |
| Earnings from operation.....                   | 18,643                         | 83,210                       |
| Deductions from earnings,                      |                                |                              |
| Interest on funded debt.....                   | 6,280                          | 21,342                       |
| Taxes.....                                     | 162                            | 3,031                        |
| Insurance and licenses.....                    | 667                            | 2,052                        |
| Net income.....                                | 11,533                         | 56,785                       |
| P. c. operating expenses to total receipts.... | 56.5                           | 56.0                         |

## STATISTICS OF TRAFFIC.

| Year ending Dec. 31, 1902.           |           |
|--------------------------------------|-----------|
| Passengers carried.....              | 3,851,297 |
| Car miles run.....                   | 721,585   |
| Total receipts per car mile.....     | \$ .262   |
| Operating expenses per car mile..... | .147      |

## BALANCE SHEET.—Dated Dec. 31, 1902.

| Assets.                          | Liabilities.                     |
|----------------------------------|----------------------------------|
| Cost of road.....\$ 471,121      | Capital stock.....\$1,000,000.   |
| Cost of equipment..... 149,306   | Funded debt..... 405,000         |
| Other perm. invests.... 272,917  | Accrued interest..... 15,890     |
| Cash..... 38,538                 | Bills and acc'ts payable. 11,133 |
| Bills & acc'ts receivable. 2,785 | Other liabilities..... 1,342     |
| Material and supplies.. 67,018   | Profit & loss (surplus).. 68,319 |
| Franchise..... 500,000           |                                  |
| Total.....\$1,501,684            | Total.....\$1,501,684            |

PLANT AND EQUIPMENT.—Miles of track (electric) 14.5; gauge, 4 ft.; 85 lb rail; 35 motor cars, 10 trail cars; 1020 H. P. station plant, Hooven, Owens & Reuschler engines; West. dynamos and motors; American and Duplex Co. cars. Brill trucks.

OFFICERS.—Pres. L. A. Thurston, Sec. J. A. Gilman, Treas. L. T. Peck, Gen. Man. C. G. Ballentyne, Supt. Alex. Pratt, Ch. Engr. R. Menaugh, Engr. Track Cons. J. P. Spindle.

DIRECTORS.—L. A. Thurston, J. A. Gilman, L. T. Peck, C. H. Atherton, F. C. Atherton, Geo. R. Carter, J. B. Castle, J. H. Fisher, all of Honolulu.

GENERAL OFFICE, Alapai St., Honolulu, Hawaii.

Date of information, Mar., 1903.

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## PUERTO RICO.

## MAYAGUEZ.

**Sociedad Anonima de Tranvías de Mayaguez.**

PLANT AND EQUIPMENT.—Miles of track (horse), 4; 12 cars.

OFFICERS.—Pres. Jose Menendez, V. Pres. Federico Philipi, Sec. Jose L. Montalvo, Treas. Jose L. M. Castro, Man. Rafael Marcuges, Pur. Agt. J. Sixto Drose.

GENERAL OFFICE, Mayaguez.

Date of information, Sept., 1901.

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## PONCE.

Population in 1899, 27,952.

**Ponce Electric Co.**—This company owns the securities of the Ponce Railway and Light Co., which operates an electric railway between Ponce and the Playa (Port.) and which has practically completed the construction of an electric lighting plant to light Ponce and the Playa. Annual meeting first Monday in Dec. Franchise expires in Feb., 1941.

CAPITAL STOCK, authorized and issued, \$500,000; par value, \$100 per share.

FUNDED DEBT.—First mortgage, collateral trust, 6 p. c. gold bonds, authorized, \$750,000, issued, \$250,000; dated Apr. 1, 1902, due 1927; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., Boston, Mass.; trustee of mortgage.

NOTE.—Bonds may be called as a whole at 105 and interest on any interest day. Sinking fund, 1 p. c. per annum of outstanding bonds, first payment due May 1, 1903.

OPERATION.—8 months ending Dec. 31, 1902.

|                         |          |
|-------------------------|----------|
| Total receipt.....      | \$35,541 |
| Operating expenses..... | 20,341   |
| Net earnings.....       | 15,194   |
| Fixed charges.....      | 9,000    |
| Net income.....         | 6,194    |

PLANT AND EQUIPMENT.—Miles of track (electric), 4.

OFFICERS.—Pres. John W. Hallowell, Sec. H. R. Hayes, Treas. H. B. Sawyer, Gen. Man. Stone & Webster, 93 Federal St., Boston, Mass.

DIRECTORS.—J. W. Hallowell, H. R. Hayes, H. B. Sawyer, H. H. Picking, Elliot Wadsworth.

Date of information, Mar., 1903.

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## SAN JUAN.

**San Juan Light & Transit Co.**—This company operates the San Juan & Piedras R. R.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; 13 cars.

OFFICERS.—Pres. G. H. Walbridge, Sec. H. S. Collette, Treas. R. B. Marchant, 29 Broadway, New York; Gen. Man. Chas. C. Benson, San Juan; Mast. Mech. E. C. Davidson, San Juan.

DIRECTORS.—G. H. Walbridge, H. S. Collette, F. H. Reid, S. G. Auncell, 29 Broadway, New York; F. K. Curtis, 30 Broad St., New York.

GENERAL OFFICE, 29 Broadway, New York.

Date of information, Jan., 1903.

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## PHILIPPINE ISLANDS.

## ILOILO.

**Iloilo Electric Co.**—This company was organized to operate an electric railway and an electric lighting plant. The railway property consists of about 9 miles of track, connecting Iloilo, Jaro and Molo, having an aggregate population of about 60,000. The machinery for the lighting plant includes two 100 k. w. General Electric alternators, Harrisburg engines and Stirling boilers.

OFFICER.—Pres. A. Burlingame Johnson, Iloilo, P. I.

Date of information, Mar., 1903.

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## MANILA.

Population in 1902, 300,000.

**Manila Railways & Light Co.**—Incorporated in New Jersey, to construct the electric railway at Manila, for which a franchise was recently granted to a syndicate consisting of Chas. M. Swift, Detroit, Mich.; J. G. White & Co., 29 Broadway, New York. P. L. Kimberly and Frank H. Buhl, Sharon, Pa.; Geo. C. Smith, Pittsburg, Pa.; representing Westinghouse interests. The franchise covers the electric lighting system as well as the railway system. The company will build 35 miles of track.

CAPITAL STOCK, \$1,000,000.

Date of information, Mar., 1903.

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## ADDENDA.

The following information and corrections have been received too late for publication in the body of AMERICAN STREET RAILWAY INVESTMENTS.

## AUGUSTA, GA.

**Augusta Railway & Electric Co.**—At a meeting of this company held in Apr., 1903, the following officers were elected; Pres. R. Lancaster Williams, V. Pres. Boykin Wright, Treas. A. H. Rutherford, Sec. & Asst. Treas. A. J. McKnight.

Please note date of information at end of each report.



**North Augusta Electric & Improvement Co.**—John Blair MacAfee was elected Vice Pres. to take the place of R. Lancaster Williams, who resigned.

**Augusta—Aiken Railway & Electric Co**

**OFFICERS.**—Pres. R. Lancaster Williams, V. Pres. John Blair MacAfee, Treas. A. H. Rutherford.

For additional information see page 32

**WASHINGTON, D. C.**

**Capital Traction Co.**

**PLANT AND EQUIPMENT.**—Miles of track, 40.69, of which 11.06 miles are equipped with the overhead electric system and 29.63 miles with the conduit system.

Date of information, Apr., 1903. z

For additional information see page 29.

**Washington Railway & Electric Co.**

**PLANT AND EQUIPMENT.**—Miles of track (electric and underground electric), 145.52; gauge 4 ft. 8½ in.; 637 cars.

Date of information, Apr., 1903. z

For additional information see page 27.

**CHICAGO, ILL.**

**Chicago Union Traction Co.**—Upon default of interest on five notes aggregating \$1,134,183 the Chicago Union Traction Co., the North Chicago Street Ry. Co. and the West Chicago Street R. R. Co. on Apr. 22, passed into the hands of receivers. Suits for the collection of the interest were filed in the United States Circuit Court of Appeals by the Guarantee Trust Co. of New York, and the traction companies admitting the default, Judge Crosscup at once entered judgment. Demands were then made upon the treasurers of the respective companies, and upon their return unsatisfied receivers were appointed.

The receivers are: In behalf of the Trust Co., R. R. Govin, of New York; for the traction companies, James H. Eckels, of Chicago, and as special advisor of the court, Marshall E. Sampsell, clerk of the court.

The application for a receivership set forth the facts that notes for \$565,052 against the North Chicago Co., for \$270,440 against the West Chicago, and for \$318,690 against the Union Traction Co. were due, and with interest were unpaid. The insolvency of the three companies was alleged, and it was set forth that the rolling stock of the corporations was heavily mortgaged, and that stocks and other assets of the company could not be reached by a judgment creditor.

W. W. Gurley, attorney for the traction companies, filed a plea in each case admitting that the claims of the complainant were proper, and offered no objection to the appointment of the receivers. The bond in each case was fixed at \$75,000.

Date of information, Apr., 1903. z

For additional information see page 35.

**LOUISVILLE, KY.**

**Louisville Railway Co.**

**BALANCE SHEET.**—Dated Dec. 31, 1902.

**ASSETS.**

|                                   |                     |
|-----------------------------------|---------------------|
| Cost of road and equipment.....   | \$12,448,909        |
| Stocks and other investments..... | 75,917              |
| Materials and supplies.....       | 80,372              |
| Cash and other assets.....        | 207,184             |
| Real estate and buildings.....    | 846,607             |
| <b>Total.....</b>                 | <b>\$13,658,989</b> |

**LIABILITIES.**

|                                            |                     |
|--------------------------------------------|---------------------|
| Capital stock.....                         | \$6,000,000         |
| Funded debt.....                           | 6,599,300           |
| Interest, dividends and taxes accrued..... | 398,539             |
| Pay rolls and accounts payable.....        | 52,833              |
| Profit and loss (surplus).....             | 608,316             |
| <b>Total.....</b>                          | <b>\$13,658,989</b> |

For additional information see page 57. z

**ST. LOUIS, MO.**

**United Railway Co. of St. Louis.**—Amount of shares of capital stock of absorbed companies, on page 123, should read, shares issued, 310,468, shares acquired, 310,354.

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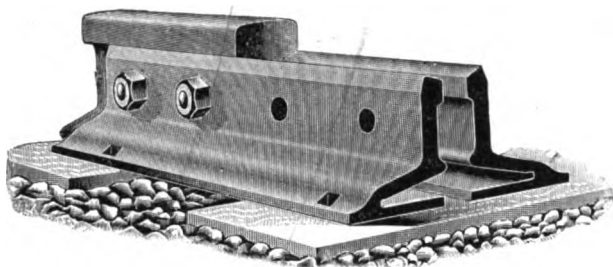
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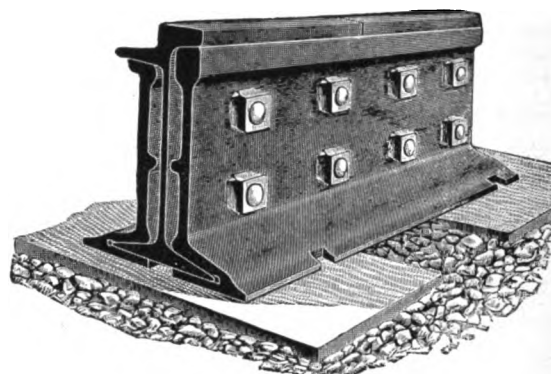


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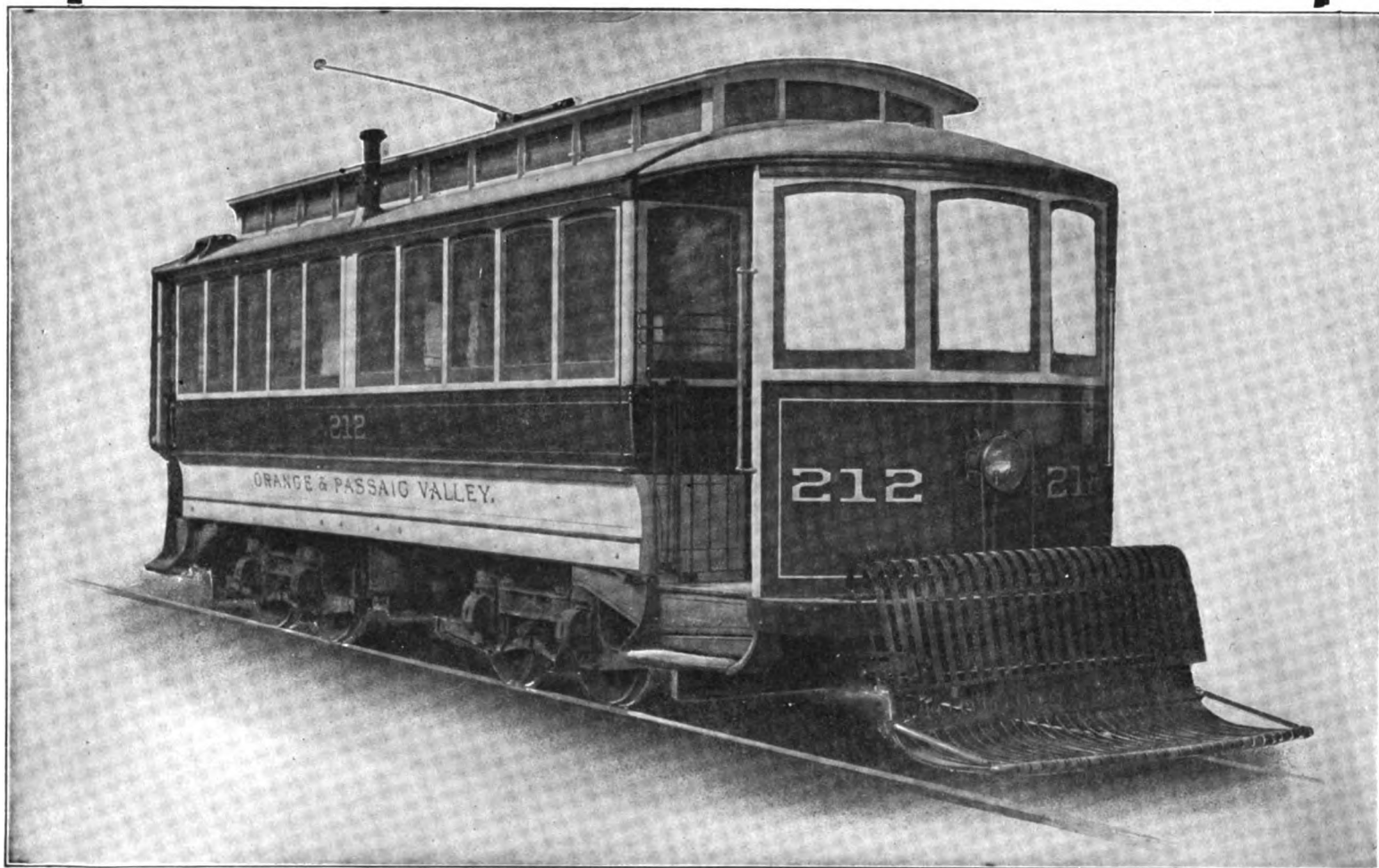
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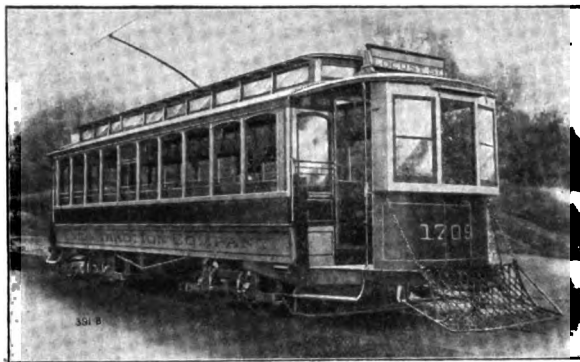
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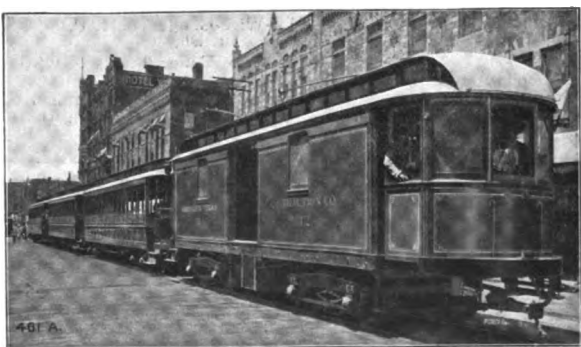
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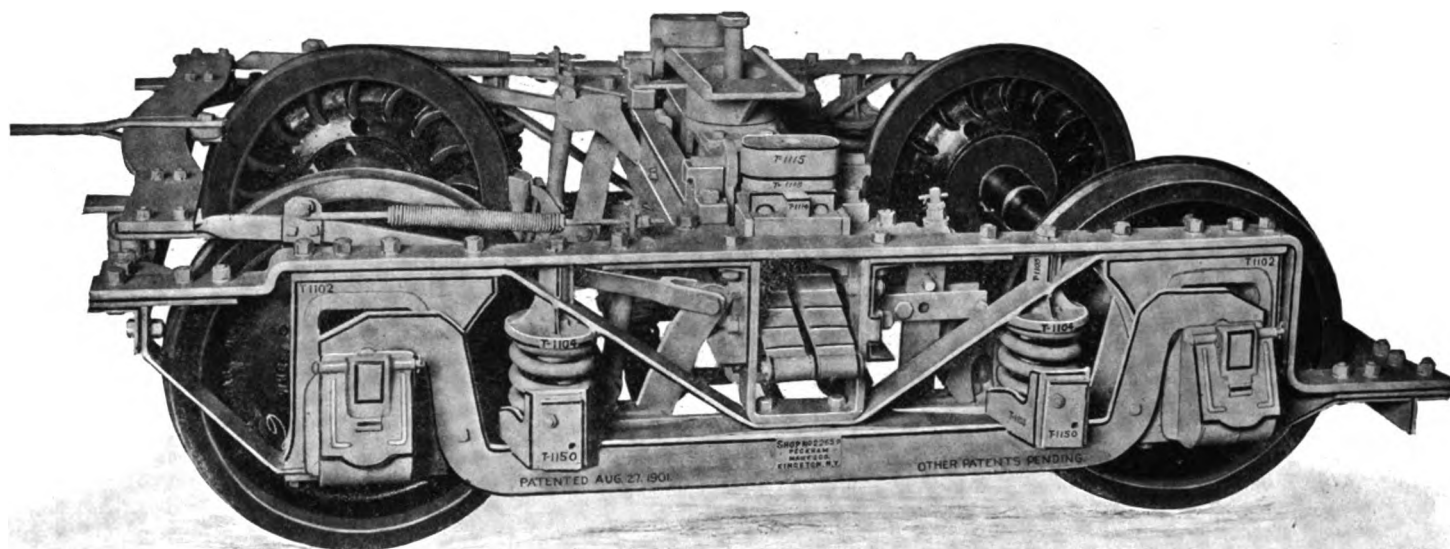
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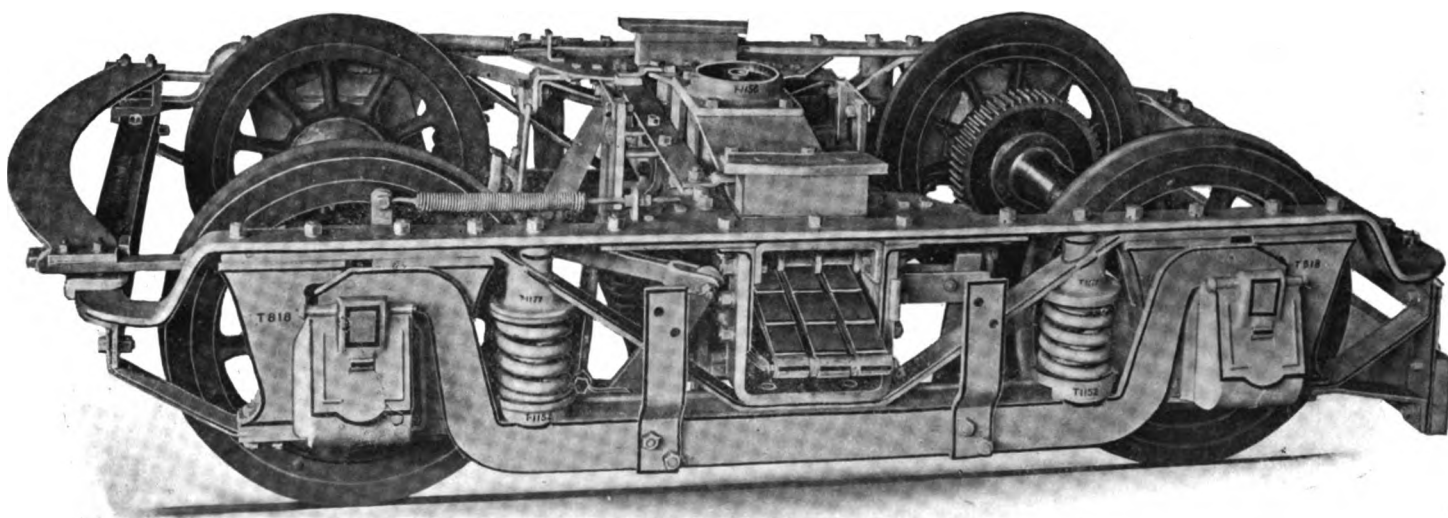
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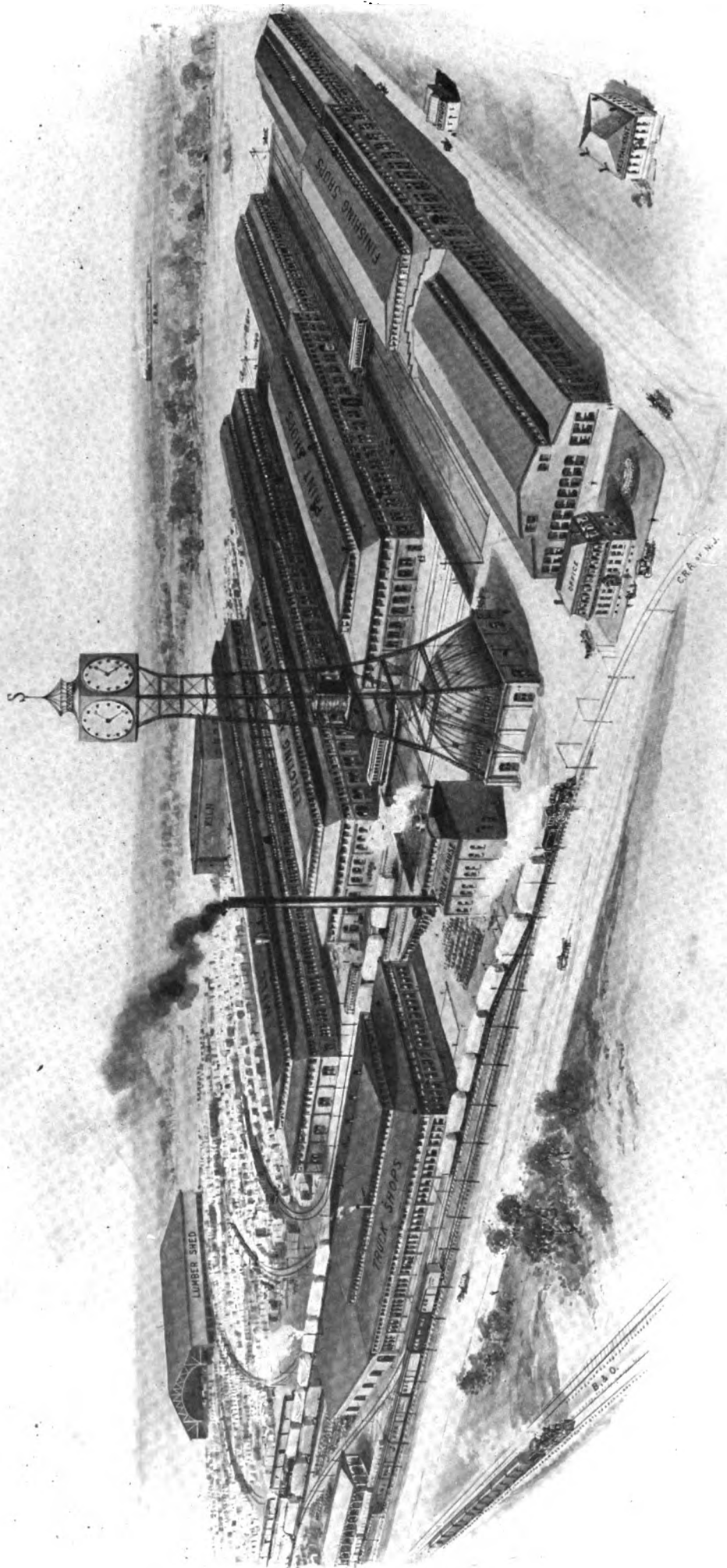


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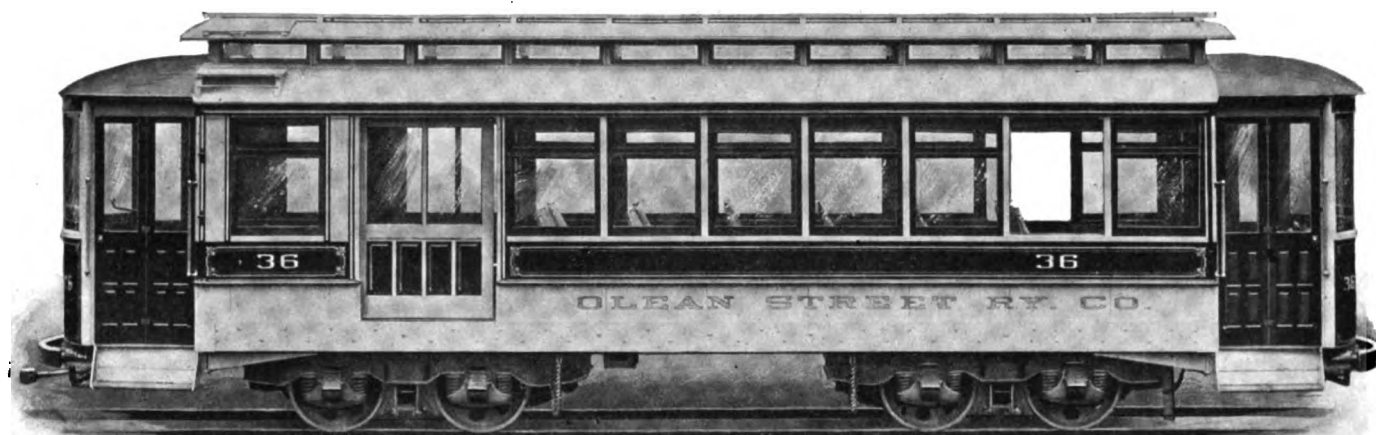
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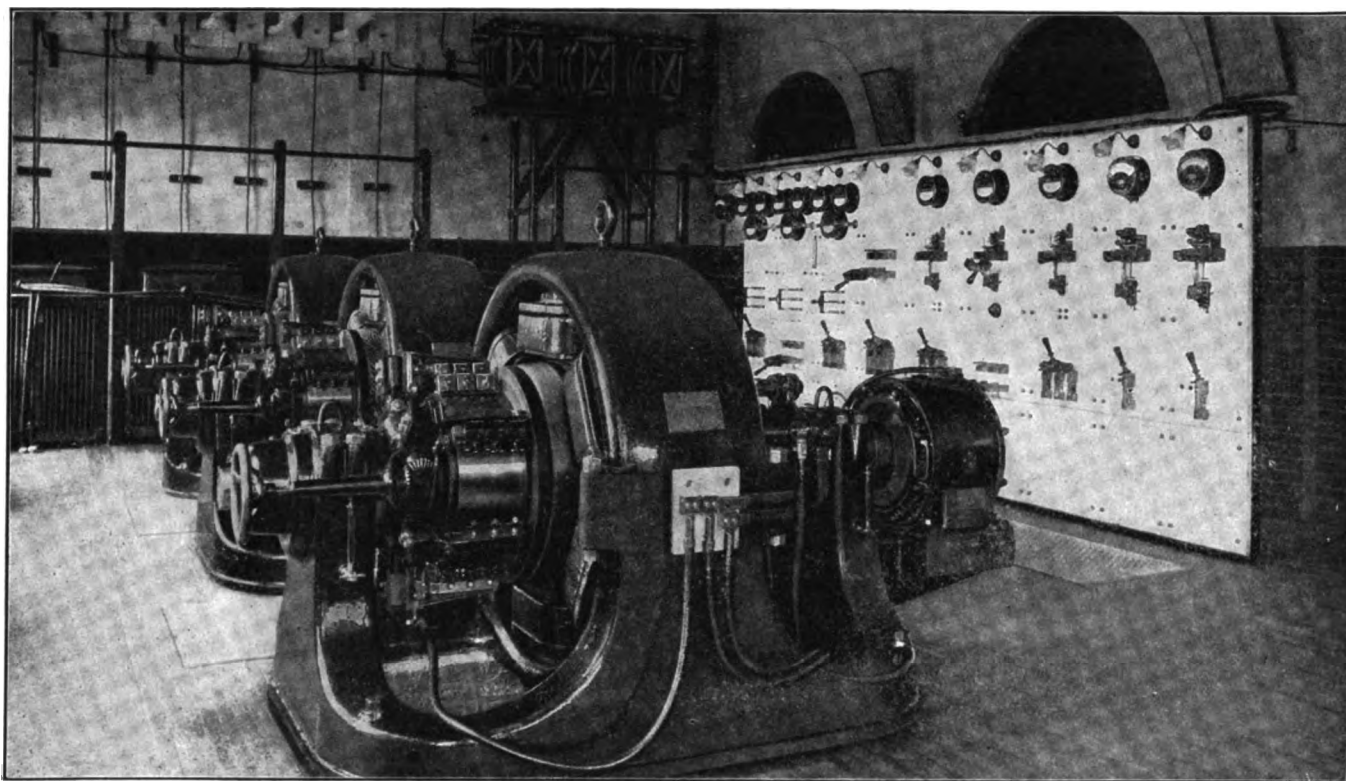
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